



15/8/01

Transmittal Note

SUPPLEMENT TO
ANNEX 9 — FACILITATION
(Tenth Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 9 and includes differences notified by Contracting States up to 15 August 2001.
2. This Supplement should be inserted at the end of Annex 9 (Tenth Edition). Additional differences received from Contracting States will be issued at intervals as amendments to this Supplement.

SUPPLEMENT TO ANNEX 9 — TENTH EDITION

FACILITATION

Differences between the national regulations and practices of Contracting States and the corresponding International Standards and Recommended Practices contained in Annex 9, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

AUGUST 2001

INTERNATIONAL CIVIL AVIATION ORGANIZATION

RECORD OF AMENDMENTS

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>

AMENDMENTS TO ANNEX 9 ADOPTED OR APPROVED BY THE COUNCIL

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 9, Tenth Edition, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of Notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Argentina	17/11/99	1	15/8/01
Australia	4/8/00	1-3	15/8/01
Austria	12/5/98	1-3	15/8/01
Belgium	7/12/00	1-3	15/8/01
Botswana	11/8/99	1	15/8/01
Brazil	5/10/99	1-2	15/8/01
Canada	3/11/97	1-4	15/8/01
Chile	15/12/98	1	15/8/01
China (Hong Kong SAR)	7/10/99	1-3	15/8/01
Cuba	31/7/99	1	15/8/01
Czech Republic	20/7/97	1	15/8/01
Denmark	7/7/98	1-3	15/8/01
Eritrea	25/6/99	1	15/8/01
Ethiopia	28/7/97	1-2	15/8/01
Fiji	1/8/01	1-2	15/8/01
Finland	16/8/99	1-3	15/8/01
France	8/7/97	1-2	15/8/01
Germany	28/10/99	1-3	15/8/01
Greece	14/7/97	1-2	15/8/01
India	24/8/00	1-3	15/8/01
Ireland	9/8/99	1-3	15/8/01
Israel	14/8/97	1	15/8/01
Japan	11/6/97	1-3	15/8/01
Jordan	6/8/97	1	15/8/01
Malaysia	18/1/00	1-2	15/8/01
Mexico	27/5/99	1	15/8/01
Netherlands	31/7/97	1-3	15/8/01
New Zealand	11/9/97	1	15/8/01
Norway	12/10/00	1	15/8/01
Oman	20/7/99	1	15/8/01
Papua New Guinea	29/5/98	1-2	15/8/01
Paraguay	5/10/99	1-4	15/8/01
Portugal	27/8/98	1-3	15/8/01
Romania	8/4/98	1	15/8/01
Russian Federation	16/7/97	1-2	15/8/01
Saudi Arabia	29/7/97	1-2	15/8/01
Singapore	27/10/99	1	15/8/01
Spain	4/2/98	1-2	15/8/01
Sweden	28/7/99	1-3	15/8/01
Switzerland	17/7/97	1	15/8/01
Thailand	14/7/97	1-2	15/8/01
Uganda	7/7/99	1-2	15/8/01

<i>State</i>	<i>Date of Notification</i>	<i>Pages in Supplement</i>	<i>Date of publication</i>
Ukraine	29/7/99	1	15/8/01
United Kingdom	12/10/99	1-5	15/8/01
United Republic of Tanzania	14/7/00	1	15/8/01
United States	27/8/97	1-2	15/8/01

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of Notification</i>	<i>State</i>	<i>Date of notification</i>
Bahrain	8/5/99	Namibia	9/7/99
Ghana	11/6/99	Qatar	14/1/97
Kuwait	5/7/99	Turkmenistan	8/7/99
Monaco	26/2/97		

3. Contracting States from which no information has been received

Afghanistan	Cyprus	Lesotho
Albania	Democratic People's Republic of Korea	Liberia
Algeria	Democratic Republic of the Congo	Libyan Arab Jamahiriya
Andorra	Djibouti	Lithuania
Angola	Dominican Republic	Luxembourg
Antigua and Barbuda	Ecuador	Madagascar
Armenia	Egypt	Malawi
Azerbaijan	El Salvador	Maldives
Bahamas	Equatorial Guinea	Mali
Bangladesh	Estonia	Malta
Barbados	Gabon	Marshall Islands
Belarus	Gambia	Mauritania
Belize	Georgia	Mauritius
Benin	Grenada	Micronesia (Federated States of)
Bhutan	Guatemala	Mongolia
Bolivia	Guinea	Morocco
Bosnia and Herzegovina	Guinea-Bissau	Mozambique
Brunei Darussalam	Guyana	Myanmar
Bulgaria	Haiti	Nauru
Burkina Faso	Honduras	Nepal
Burundi	Hungary	Nicaragua
Cambodia	Iceland	Niger
Cameroon	Indonesia	Nigeria
Cape Verde	Iran (Islamic Republic of)	Pakistan
Central African Republic	Iraq	Palau
Chad	Italy	Panama
China	Jamaica	Peru
Colombia	Kazakhstan	Philippines
Comoros	Kenya	Poland
Congo	Kiribati	Republic of Korea
Cook Islands	Kyrgyzstan	Republic of Moldova
Costa Rica	Lao People's Democratic Republic	Rwanda
Côte d'Ivoire	Latvia	Saint Lucia
Croatia	Lebanon	

Saint Vincent and the Grenadines	Sri Lanka	Turkey
Samoa	Sudan	United Arab Emirates
San Marino	Suriname	Uruguay
Sao Tome and Principe	Swaziland	Uzbekistan
Senegal	Syrian Arab Republic	Vanuatu
Seychelles	Tajikistan	Venezuela
Sierra Leone	The former Yugoslav Republic of	Viet Nam
Slovakia	Macedonia	Yemen
Slovenia	Togo	Yugoslavia
Solomon Islands	Tonga	Zambia
Somalia	Trinidad and Tobago	Zimbabwe
South Africa	Tunisia	

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
Chapter 1	Argentina Paraguay	2.5.2	India Malaysia Thailand
Chapter 2		2.5.4	Ethiopia India Uganda
2.1	Australia Botswana	2.6	China (Hong Kong SAR) Ethiopia Greece India Israel Japan Jordan Malaysia Russian Federation Thailand Uganda United Kingdom
2.4	Australia		Eritrea Ethiopia Greece India Japan Malaysia Paraguay Portugal Russian Federation Thailand Uganda United Kingdom
2.5	Argentina Botswana Brazil China (Hong Kong SAR) Eritrea Ethiopia Fiji Greece India Israel Japan Jordan Malaysia Oman Paraguay Portugal Russian Federation Thailand Uganda United Kingdom	2.7	Eritrea Ethiopia Greece India Japan Malaysia Paraguay Saudi Arabia Thailand Uganda United Kingdom United Republic of Tanzania
2.5.1	Argentina Ethiopia Greece Japan Malaysia Paraguay	2.7.1	Ethiopia Oman Thailand
		2.8	Greece

	Israel		United States
	Paraguay	2.18	Switzerland
	Russian Federation		United States
	Uganda	2.19	Botswana
	United States		Fiji
2.9	Austria		Oman
	Belgium		Thailand
	Canada	2.21	Paraguay
	China (Hong Kong SAR)	2.23	Cuba
	Denmark		Greece
	Finland	2.24	India
	Germany		Malaysia
	Ireland		Papua New Guinea
	Jordan	2.25	India
	Netherlands		Papua New Guinea
	Oman	2.26	Australia
	Portugal		Cuba
	Spain	2.29	Cuba
	Sweden	2.32	Jordan
	Uganda	2.34	Australia
	United Kingdom	2.36	Cuba
2.9.1	Argentina		India
	Austria		Russian Federation
	Belgium		Thailand
	Botswana	2.37	Cuba
	Canada		Ethiopia
	China (Hong Kong SAR)		Germany
	Denmark		India
	Eritrea		Oman
	Finland		Russian Federation
	France		Saudi Arabia
	Germany		Sweden
	Greece		Thailand
	India	2.38	Russian Federation
	Ireland	2.40	Australia
	Netherlands		Eritrea
	Paraguay		India
	Portugal		Russian Federation
	Russian Federation		Saudi Arabia
	Spain		Thailand
	Sweden	2.41	India
	Thailand		Russian Federation
	United Kingdom		United States
2.11	Botswana	2.42	Australia
	Denmark		Austria
	Papua New Guinea		Canada
2.13	Oman		China (Hong Kong SAR)
	Thailand		Cuba
2.14	Thailand		Czech Republic
2.15	Thailand		India
2.16	Japan		Russian Federation
	Oman	2.46	Brazil
	Thailand		Czech Republic
2.17	Thailand		Ethiopia

	Greece		Eritrea
	Japan		Fiji
	Russian Federation		France
	Ukraine		Germany
2.47	Botswana		India
			Israel
Chapter 3			Jordan
			Netherlands
3.1	Malaysia		Norway
3.3	Japan		Oman
3.4	Romania		Papua New Guinea
	United States		Portugal
3.4.1	Switzerland		Romania
	United States		Switzerland
3.5.1	Argentina		United Kingdom
	Brazil		United States
	Ethiopia	3.8.1	Brazil
	Portugal		China (Hong Kong SAR)
	Switzerland		Denmark
3.5.2	Belgium		Ethiopia
	Brazil		Fiji
	Fiji		Paraguay
	France		Saudi Arabia
	Portugal		Switzerland
	Switzerland	3.8.2	Canada
3.5.3	Ethiopia		Denmark
3.5.4	Brazil		India
	Cuba		Israel
	Paraguay		Netherlands
3.5.6	China (Hong Kong SAR)		Paraguay
	Israel		Romania
	United States		United Kingdom
3.5.7	Czech Republic	3.8.3	Austria
	Denmark		Brazil
	Israel		Canada
	Malaysia		China (Hong Kong SAR)
	Paraguay		Czech Republic
	United States		Denmark
3.5.8	Saudi Arabia		Fiji
3.5.9	Saudi Arabia		Germany
3.7	Australia		Greece
	India		India
	Jordan		Israel
	Malaysia		Malaysia
	Oman		Netherlands
	Papua New Guinea		Norway
	Russian Federation		Oman
	Uganda		Paraguay
3.8	Australia		Romania
	Austria		Switzerland
	Belgium		Thailand
	Brazil		Uganda
	Canada		United Kingdom
	China (Hong Kong SAR)	3.8.4	Australia

	China (Hong Kong SAR)		Jordan
	Fiji		Malaysia
	Japan		Norway
	Papua New Guinea		Papua New Guinea
	Thailand		Paraguay
	United Kingdom		Portugal
3.8.6	Australia		Thailand
	China (Hong Kong SAR)		Uganda
	Czech Republic		United Kingdom
	Denmark	3.10.1	Brazil
	Ethiopia		Germany
	India		Norway
	Israel	3.10.2	Argentina
	Japan		Brazil
	Malaysia		Germany
	New Zealand		Japan
	Saudi Arabia		Paraguay
	Thailand		Thailand
3.8.7	Brazil		United Kingdom
	China (Hong Kong SAR)	3.11	India
	Japan	3.12	Australia
	Paraguay		Papua New Guinea
	Saudi Arabia	3.13.1	Greece
	Switzerland	3.14	Malaysia
	United Kingdom	3.14.2	Denmark
3.9	Australia		Fiji
	Brazil		India
	Chile		Japan
	China (Hong Kong SAR)		Paraguay
	Denmark		United States
	Fiji	3.15	Fiji
	Finland		United States
	Greece	3.16	Australia
	Israel		Brazil
	Japan		India
	Jordan		New Zealand
	New Zealand		Papua New Guinea
	Norway		Russian Federation
	Paraguay		Thailand
	Portugal		United Kingdom
	Sweden	3.17	Eritrea
	Thailand		Ethiopia
	United Kingdom		Paraguay
3.10	Australia	3.17.1	Australia
	Brazil		Canada
	China (Hong Kong SAR)		China (Hong Kong SAR)
	Eritrea		Ethiopia
	Fiji		Papua New Guinea
	Finland		Paraguay
	Germany		Uganda
	Greece	3.18	Austria
	India		Belgium
	Israel		Denmark
	Japan		Finland

	Germany		Saudi Arabia
	Ireland		United Kingdom
	Netherlands		United States
	Portugal	3.25.1	China (Hong Kong SAR)
	Sweden		Germany
	United Kingdom		India
3.19	Botswana		Japan
	Canada		Netherlands
3.20	India		New Zealand
3.23	Australia		Russian Federation
	Belgium		United Kingdom
	Jordan	3.26	Malaysia
	Oman		United Kingdom
	Paraguay		United States
	Saudi Arabia	3.27	United States
	Sweden	3.28	Finland
	United Kingdom		India
3.23.1	China (Hong Kong SAR)		United States
	Greece	3.29	Belgium
	Netherlands		China (Hong Kong SAR)
	Paraguay		Finland
	United Kingdom		Israel
3.24	Australia		Netherlands
	Czech Republic		Paraguay
	Eritrea		Portugal
	Germany		Sweden
	Greece		United States
	Malaysia	3.30	Paraguay
	Netherlands		Sweden
	Russian Federation	3.31	China (Hong Kong SAR)
	Saudi Arabia		India
	United Kingdom		Japan
	United States		Netherlands
3.24.1	Czech Republic		Thailand
	Fiji		United States
	Germany	3.32	Cuba
	India		Eritrea
	Netherlands		Ethiopia
	Russian Federation		Russian Federation
	United Kingdom	3.32.1	Czech Republic
	United States		Ethiopia
3.25	Australia		Saudi Arabia
	China (Hong Kong SAR)		Thailand
	Cuba	3.33	Brazil
	Czech Republic		China (Hong Kong SAR)
	Fiji		Japan
	Germany		Romania
	Greece		United States
	Japan	3.34	Ethiopia
	Malaysia		India
	Netherlands		Malaysia
	New Zealand		Ukraine
	Oman	3.36	Greece
	Russian Federation		India

3.38.1	Ukraine		Ireland
3.38.2	Austria		Japan
	Ethiopia		United Kingdom
	Japan	3.46	Canada
	United Kingdom		China (Hong Kong SAR)
3.39	Canada		Israel
	Germany		United Kingdom
3.40	Germany	3.46.1	China (Hong Kong SAR)
3.40.1	India		Japan
3.40.2	Denmark		United States
	India	3.47	Japan
	Singapore		Mexico
3.41	Australia		Romania
	Austria		Singapore
	Brazil	3.48	Canada
	China (Hong Kong SAR)		Oman
	Denmark	3.49	Canada
	France		Cuba
	Germany		Japan
	Norway	3.49.1	Japan
	Saudi Arabia	3.50	Japan
	United Kingdom		Mexico
3.41.1	China (Hong Kong SAR)	3.51	Canada
	France		Ethiopia
	Japan		Germany
	Mexico		Japan
	Norway		Mexico
	Singapore		Singapore
	United Kingdom		United Kingdom
	United States	3.52	China (Hong Kong SAR)
3.42	Japan		Ireland
	Singapore		Japan
3.43	Australia		United Kingdom
	France	3.53	Canada
	Germany		China (Hong Kong SAR)
	Greece		Japan
	Japan		Netherlands
	Mexico		United Kingdom
	Norway	3.54	Cuba
	Portugal		France
	Singapore		Netherlands
	United Kingdom		Portugal
	United States		Romania
3.44	Canada		United Kingdom
	China (Hong Kong SAR)	3.55	China (Hong Kong SAR)
	Japan		France
	United Kingdom		Netherlands
3.45	Fiji		Portugal
	Finland		United Kingdom
	Ireland	3.56	France
	Saudi Arabia	3.57	Singapore
	Singapore	3.58	Switzerland
3.45.1	Canada		
	China (Hong Kong SAR)		

Chapter 4		4.17	Argentina
		4.18	Israel
4.4	Fiji	4.20	Austria
	Paraguay		Belgium
4.7	United Republic of Tanzania		Canada
4.8.1	Paraguay		Denmark
4.11	Argentina		Finland
	Austria		Germany
	Belgium		Greece
	Botswana		Ireland
	Canada		Netherlands
	Denmark		Papua New Guinea
	Eritrea		Portugal
	Fiji		Spain
	Finland		Sweden
	France		United Kingdom
	Germany		United States
	India	4.21	Austria
	Ireland		Belgium
	Malaysia		Denmark
	Netherlands		Finland
	Portugal		Germany
	Saudi Arabia		Greece
	Spain		Ireland
	Sweden		Netherlands
	Switzerland		Portugal
	Uganda		Saudi Arabia
	United Kingdom		Spain
4.12	Canada		Sweden
4.13	Argentina		Uganda
4.15	Argentina		United Kingdom
	Botswana	4.22	Papua New Guinea
	Ethiopia	4.23	Saudi Arabia
	Greece	4.25	Austria
	India		Belgium
	Paraguay		Botswana
	Uganda		Canada
	Ukraine		Denmark
4.15.1	Austria		Finland
	Belgium		Germany
	Brazil		Greece
	Denmark		India
	Finland		Ireland
	Germany		Malaysia
	Ireland		Netherlands
	Netherlands		Paraguay
	Portugal		Portugal
	Saudi Arabia		Spain
	Spain		Sweden
	Sweden		United Kingdom
	United Kingdom	4.26	Ethiopia
4.15.2	Ukraine		Finland
4.16	Canada		Malaysia
	Greece	4.27	India

4.28	United Republic of Tanzania		New Zealand
4.29	India		Portugal
4.29.1	Austria		Spain
	Belgium		Sweden
	Denmark		Thailand
	Germany		United Kingdom
	Ireland	4.49	Australia
	Netherlands		Austria
	Portugal		Denmark
	Spain		Finland
	United Kingdom		France
4.30	Austria		Germany
	Israel		Greece
	Portugal		India
	Spain		Ireland
	United Kingdom		Netherlands
4.32	Ethiopia		New Zealand
	Greece		Papua New Guinea
	Paraguay		Portugal
4.33	New Zealand		Sweden
4.37	China (Hong Kong SAR)		Thailand
	Paraguay		United Kingdom
4.40	Botswana	4.50	Austria
	Papua New Guinea		Belgium
4.41	Australia		Canada
	Germany		Denmark
	Saudi Arabia		Finland
	United States		Germany
4.43	Israel		India
	New Zealand		Ireland
4.45	Austria		Netherlands
	Belgium		Papua New Guinea
	Denmark		Portugal
	Finland		Saudi Arabia
	Ireland		Sweden
	Netherlands		Thailand
	Portugal		United Kingdom
	Spain	4.51	Canada
	Sweden		Papua New Guinea
4.46	Botswana	4.52	Papua New Guinea
	Papua New Guinea	4.53	New Zealand
	United Kingdom	4.55	India
4.48	Australia		United States
	Austria	4.56	China (Hong Kong SAR)
	Belgium		Saudi Arabia
	Botswana	4.57	Austria
	Canada		Belgium
	Denmark		Denmark
	Finland		Ethiopia
	France		Finland
	Germany		France
	India		Germany
	Ireland		Ireland
	Netherlands		Israel

	Netherlands		Portugal
	New Zealand		Spain
	Papua New Guinea		Sweden
	Portugal		United Kingdom
	Uganda	5.6	Paraguay
	United Kingdom	5.8	Austria
4.57.1	Malaysia		Belgium
			Canada
Chapter 5			Denmark
			Finland
5.1	Germany		Germany
5.2	Canada		Ireland
	Denmark		Japan
	France		Netherlands
	Germany		Papua New Guinea
	India		Portugal
	Switzerland		Spain
	United Kingdom		Sweden
5.3	Canada		United Kingdom
	Ukraine	5.9	France
5.4	Australia		Germany
	Austria		Japan
	Belgium		Papua New Guinea
	Canada		United Kingdom
	Denmark	5.11	China (Hong Kong SAR)
	Finland		Greece
	France		Papua New Guinea
	Germany		Paraguay
	India		Russian Federation
	Ireland	5.12	Canada
	Netherlands		China (Hong Kong SAR)
	Portugal		Greece
	Spain		Ireland
	Sweden		Papua New Guinea
	Switzerland		Paraguay
	United Kingdom		Russian Federation
5.4.1	Austria	5.13	Papua New Guinea
	Canada		Paraguay
	China (Hong Kong SAR)		Russian Federation
	Denmark	5.14	Paraguay
	Finland		
	Germany	Chapter 6	
	New Zealand		
	Russian Federation	6.4	Paraguay
	Thailand	6.5	Austria
	Uganda		Belgium
	United Kingdom		China (Hong Kong SAR)
5.5	Austria		Denmark
	Belgium		Finland
	Denmark		France
	Finland		Germany
	Germany		Greece
	Ireland		Ireland
	Netherlands		Netherlands

	Paraguay		Paraguay
	Spain	6.51	Austria
6.6	China (Hong Kong SAR)		Belgium
6.9	Russian Federation		Denmark
6.9.1	Paraguay		Finland
	Russian Federation		France
	Sweden		Germany
6.10	Sweden		Ireland
6.16	Austria		Netherlands
	Belgium		Portugal
	Denmark		Spain
	Germany		Sweden
	Ireland		United Kingdom
	Netherlands	6.52	Ireland
	Portugal	6.54	Sweden
	Spain	6.57	Papua New Guinea
	Sweden	6.58	Papua New Guinea
	United Kingdom	6.60	United Kingdom
6.18	Paraguay	6.62	United Kingdom
	Saudi Arabia	6.62.1	Australia
6.21	Paraguay		Thailand
6.23	Paraguay	6.64	China (Hong Kong SAR)
6.25	Paraguay		Czech Republic
	Russian Federation		Greece
6.29	Austria		Japan
	Belgium		Paraguay
	Denmark		Russian Federation
	France	6.67	Sweden
	Germany	6.68	Sweden
	Ireland	6.69	Canada
	Netherlands		Sweden
	Portugal		
	Saudi Arabia	Chapter 8	
	Spain		
	Sweden	8.1	Canada
	United Kingdom	8.3	Canada
6.32.1	Germany	8.3.1	Finland
6.34	United States		Japan
6.36	United States	8.3.2	Brazil
6.37.1	Oman		Japan
	Saudi Arabia		United Kingdom
6.39	Austria		United States
	Belgium	8.4	Canada
	Denmark		Greece
	Finland	8.5	Greece
	France	8.6	Greece
	Germany	8.7	Canada
	Ireland	8.12	Australia
	Netherlands	8.13	Australia
	Portugal	8.17	Norway
	Spain		Sweden
	United Kingdom	8.18	Norway
6.46	Fiji		Sweden
	Ireland	8.19	Denmark

	Germany
	United Kingdom
8.20	United Kingdom
8.21	United Kingdom
8.24	Sweden
8.29	Sweden
8.30	Australia
8.35	China (Hong Kong SAR)
	Sweden
8.38	Australia

Appendix 11	Denmark
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CHAPTER 1

Cargo. Any property carried on an aircraft other than mail and stores.

Free zone. An area that may exceptionally be subject to control measures.

Pilot-in-command. The Argentine Administration will continue to use the term “comandante de la aeronave”.

Unaccompanied baggage. Baggage may be personally conveyed by the passenger or handed over by him before or after the passenger’s exit or entrance.

CHAPTER 2

2.5 Presentation of the General Declaration is required.

2.5.1 Presentation of the General Declaration is required on arrival and at departure.

2.9.1* Information on the nature of the goods is required in the Cargo Manifest.

CHAPTER 3

3.5.1* It is not feasible at present to issue machine readable passports (MRPs).

3.10.2 Airline operators, and not Contracting States, are charged with the responsibility for the provision of Embarkation/Disembarkation cards.

CHAPTER 4

4.11* Unaccompanied baggage is not considered the same as cargo.

4.13

4.15

4.17

* Recommended Practice

CHAPTER 2

- 2.1 Except when permitted under special authority, Australian quarantine requirements prohibit the bringing into Australia by air, not only of animals and certain animal products intended for importation, but also of animals on aircraft transiting Australia for other destinations.
- 2.4* Australia is not a signatory to the International Health Regulations which are incompatible with provisions in its Quarantine Act 1908. However, a review of the Act is currently underway which may enable Australia to comply with this Recommended Practice in the future. In the meantime, Australia complies with the International Health Regulations wherever possible.
- 2.26* Aircraft cabins should be treated by disinsecting at top-of-descent, or residually disinsected in accordance with a Compliance Agreement between the airline and the Australian Quarantine and Inspection Service. Adequacy of performance of disinfection is monitored through the collection of spent cans of disinsectant and by audits.
- 2.34 If considered necessary by the Australian Quarantine and Inspection Service, all or any part of the aircraft and the contents may be treated by disinfection and/or disinsection, after the aircraft lands at its first port of call in Australia.
- 2.40 Australia reserves the right to require the following additional information in respect to non-scheduled flights, whether or not for non-traffic purposes:
- 2.42*
1. Copy of Certificate of Airworthiness;
 2. Maintenance arrangements when in Australian territory;
 3. Copy of Air Operator's Certificate or equivalent certificate (if applicable); and
 4. Arrangements for regulatory oversight by State of registry.
 5. Copy of noise certificate;
 6. Details of carrier's liability insurance (as applicable).

CHAPTER 3

- 3.7* The Australian Government maintains a universal, non-discriminatory, computerised visa system that requires all non-Australian citizens, including those who have lawful permanent residence permits, to hold a visa before travelling to Australia. The visa system is both a means of maintaining border integrity and passenger facilitation as it allows passengers to be electronically processed quickly and efficiently at the Australian border.
- 3.8 A charge is levied for most Australian visas.
- 3.8.4* All non-citizens are required to hold a valid visa. In exceptional circumstances a border visa may be granted.
- 3.8.6* All non-citizen permanent residents are required to hold a valid visa.
- 3.9* Australia requires all travellers to complete an Incoming and Outgoing passenger card on each arrival and departure.
- 3.10 The content and form of Australian Incoming and Outgoing passenger cards differ from Appendix 5 of Annex 9.

* Recommended Practice

- 3.12* Australian health authorities reserve the right to examine medically any person arriving by air.
- 3.16 An Incoming Passenger Card is to be completed by passengers on arrival. A written declaration on Australian Customs Form B465 is required in respect of goods in the possession of crew members.
- 3.17.1 A Marshall stationed at the entry to the red/green channels may direct passengers to a particular channel.
- 3.23 The Australian Government does not provide crew member certificate (CMC) facilities.
- 3.24 Australia does not accept crew member certificates for temporary admission to the country.
- 3.25 The Australian Government does not provide CMC facilities.
- 3.41 Proof of negligence is not an element of defence in Australian immigration law when a carrier brings an undocumented person to Australia. In practice, however, prosecution or service of an infringement notice is not initiated if the carrier was not negligent.
- 3.43* Australia retains the right to determine who shall or shall not enter its territory. A person who holds correct travel documentation for Australia would normally be expected to be admitted. However, there are situations where such persons will be denied entry. Australia holds operators responsible for detention and removal costs where a person is denied entry.

CHAPTER 4

- 4.41 In the case of the importation of any animal into Australia by air, it will be the operator's responsibility to be in possession of the appropriate import permit or a copy of it.
- 4.48* Certain items in this category are subject to duties and/or tax. Insofar as customs duties are concerned, Australia will implement this paragraph, wherever possible, subject only to its international trade agreements and other obligations arising out of the Australian Government's policy to protect existing Australian industries.
- 4.49* Australian law does not provide for complete exemption from customs duties and tax on instructional material and training aids.

CHAPTER 5

- 5.4 All non-citizens require a visa when transiting/transferring flights in Australia except certain non-citizen passport holders who are deemed to hold a visa for transit provided they meet the conditions specified.

CHAPTER 6

- 6.62.1 Australia is not bound by the International Health Regulations referred to in Note 1. Current Australian policy is not to charge for medical examinations or vaccinations in these circumstances.

* Recommended Practice

CHAPTER 8

- 8.12 Australia is not bound by International Health Regulations. These regulations are incompatible with provisions in its Quarantine Act 1908. However, a review of the Act is currently underway which may enable Australia to comply in the future. In the meantime, Australia complies with the International Health Regulations wherever possible.
- 8.13* Australia is not bound by International Health Regulations. These regulations are incompatible with provisions in its Quarantine Act 1908.
- 8.30* There are no set down points reserved specifically for the disabled as quarantining a large section of curbside immediately in front of the terminal would not be the most efficient use of this space. However, parking officers patrol the fronts of the terminals and are trained to assist where needed. Every effort is made to ensure access paths within terminals are free of obstacles, subject to the need for border, security and other agencies to carry out their legitimate functions.
- 8.38* The provision of discounts for passengers is a commercial matter for the airlines. Due to the competitive nature of the industry, heavily discounted fares are already offered to all members of the public. In some cases, specific discounts are available to escorts and carriers.
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* Recommended Practice

CHAPTER 2

- 2.9 European Community legislation provides that documents relating to cargo should contain, in certain circumstances, the indication of gross weight of each consignment.
- 2.9.1* European Community legislation requires that the gross weight and the nature of goods be shown on the documents presented at customs.
- 2.42* Detailed provisions concerning contents of applications and advance filing periods are published in AIP Austria, Section FAL.

CHAPTER 3

- 3.8 Charges are imposed for the issuance of entrance visas.
- 3.8.3 The issuance of visas at entry clearance points is limited to exceptional cases, the validity of such visas being restricted in the light of the reason of travel.
- 3.18* In the European Community in the case of transfer flights, hand luggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international conventions in force.
- 3.38.2* The public authorities concerned are not responsible for the custody of persons found inadmissible. The public authorities will bear the cost of custody only if a valid application requesting asylum has been submitted and the applicant has not found other means of protection.
- 3.41 In the case of passengers who do not possess the required entry documents, the operator concerned must furnish evidence that the required documentary controls have been complied with.

CHAPTER 4

- 4.11* Unaccompanied baggage is shipped as cargo and as such is covered by a transport document. The use of individual documents is required.
- 4.15.1* European Community legislation in force is not in line with the provisions of this Recommended Practice.
- 4.20 A commercial invoice alone does not generally contain sufficient information and does not therefore constitute a full declaration.
- 4.21* The commercial invoice and, as the case may be, the certificate of origin are required separately.
- 4.25* European Community customs and fiscal legislation provide for admission free of customs duties and taxes of the following categories of goods within the value limits shown opposite each one of them:
- small consignments of a non-commercial nature and a total value not exceeding 45 ECUs per consignment;

* Recommended Practice

- consignments of goods sent directly from a third country to an addressee in the European Community, the value of which cannot exceed 22 ECUs per consignment concerning the exemption from customs duties and 22 ECUs concerning the exemption from value added tax; and
- goods entering in the accounts amounts of customs duty of less than 3 ECUs as far as the personal luggage of travellers and the postal traffic is concerned and 10 ECUs in all the other cases.

- 4.29.1* While the Customs release the goods as quickly as possible, customs authorities are not always the only authorities involved in the clearance procedure. Therefore, they cannot undertake to release all general cargo within four hours. Furthermore, recent studies indicate that many delays are due to the importers themselves.
- 4.30* While the customs authorities take all reasonable steps to ensure that clearance is effected with a minimum of delay, they may not be able to assume overall authority for clearance where other agencies, such as veterinary or sanitary controls, are involved.
- 4.45* European Community customs legislation provides that such documents as the commercial invoice and, as the case may be, the certificate of origin must be presented separately.
- 4.48* European Community customs legislation allows for its Member States to grant relief for ground and security equipment mentioned in this Recommended Practice, only on the basis of reciprocity with countries that are Contracting Parties to the Convention on International Civil Aviation (Chicago, 1944).
- 4.49* Not all the items of equipment referred to in this Recommended Practice are admitted duty free.
- 4.50* European Community customs legislation does not provide for duty free admission of all airline and operators' documents covered by this Recommended Practice.
- 4.57
Note b) & c) Unaccompanied baggage is regarded as cargo and is removed for examination to premises devoted entirely to cargo, which are different from those devoted to passengers.

CHAPTER 5

- 5.4 Customs may require a document indicating the identity of a package in transit, the identity of the aircraft which brought it, the nature, the gross weight and place of loading of the cargo.
- 5.4.1 Permission to enter Austrian territory can only be issued if the passenger referred to in this paragraph holds a passport complying with the relevant regulations.
- 5.5 European Community legislation requires that goods brought into the customs territory of the Community shall be subject to supervision by the customs authority.
- 5.8* In the European Community in the case of transfer flights, hand luggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international conventions in force.

* Recommended Practice

CHAPTER 6

- 6.5* Customs legislation requires that duties and other taxes be paid either in cash or by guaranteed and certified bank cheques.
- 6.16* While customs clearance is expedited as far as possible, customs administrations cannot undertake to clear all embarking passengers of a flight not requiring more than a normal inspection, within 60 minutes from the time they present themselves at the first processing point of an international airport.
- 6.29* While customs clearance is expedited as far as possible, customs administrations cannot undertake to clear all disembarking passengers of a flight within 45 minutes.
- 6.39* Duty-free sales are considered to be sales accomplishing the fictitious exportation of goods and as such, duty-free shops have to be established at specified points.
- 6.51* Off-airport bonded warehouses are allowed when airport capacity is limited and only where customs resources are available and necessary transit formalities are respected.
-

* Recommended Practice

CHAPTER 2

- 2.9 In conformity with European Union legislation, Belgium requires that the documents for cargo contain, in certain circumstances, an indication of the gross weight of each consignment.
- 2.9.1* Community legislation requires an indication of the gross weight and the nature of the goods on the documents presented at customs.

CHAPTER 3

- 3.5.2 Passports which conform to the format set forth in Doc 9303, Part 1, without the machine readable zone area filled in, cannot be issued for the time being, however they will be introduced during the course of 2001 for passports issued in Belgium. Passports delivered abroad by diplomatic and consular posts will continue temporarily to be completed by hand.
- 3.8 Within the framework of the Convention implementing the Schengen Agreement, Belgium does not envisage concluding reciprocal arrangements to establish free of charge visas in the foreseeable future.
- 3.18* In the European Community, in the case of transfer flights, hand baggage is inspected at the first Community airport, while hold baggage is inspected at the Community airport of destination, pursuant to the provisions of the relevant international Conventions.
- 3.23 The aviation authorities do not grant crew member certificates at no charge.
- 3.29* Since the decisions taken by the authorities to refuse entry are by no means contingent upon possible practical problems experienced by operators in respect to departure possibilities, consultation about these possibilities cannot be guaranteed.

CHAPTER 4

- 4.11* Unaccompanied baggage is shipped as cargo and should be covered by a transport document. The use of separate, individual documents is required.
- 4.15.1* The Community legislation in force is not in line with the provisions of this Recommended Practice.
- 4.20 The invoice alone does not contain all of the necessary information and therefore it does not constitute the basic document for the accomplishment of customs formalities.
- 4.21* The commercial invoice and the certificate of origin should be presented separately.
- 4.25* The customs and tax legislation of the European Community provides for the entry free of duties and taxes of the following categories of goods not exceeding the threshold values indicated for each:
- small consignments of a non-commercial nature with a maximum value of 45 ECUs per consignment;
 - consignments made up of goods sent directly from a third country to a consignee located in the Community, and with a total value not exceeding 22 ECUs per consignment to be exempted from customs duties and from the value added tax; and

* Recommended Practice

— the possibility of exempting from consideration amounts of duty lower than 10 ECUs (Not applied in Belgium).

- 4.29.1* Despite the fact that customs releases goods as soon as possible, the customs authorities are not always the only authorities involved in the clearance procedure. Therefore they cannot always ensure the release of all cargo within four hours. Moreover, recent studies have shown that in many cases long delays in the delivery of goods are attributable to the importers themselves.
- 4.45* European Community customs legislation requires that documents such as the commercial invoice and, as the case may be, the certificate of origin be presented separately.
- 4.48* European Community customs legislation allows member States to grant duty-free admittance for the ground and security equipment cited in Recommended Practice 4.48, within the framework of reciprocal agreements concluded with Contracting States party to the Convention on International Civil Aviation (Chicago, 1944).
- 4.50* European Community customs legislation does not provide for duty-free admittance for all the airline and operators' documents covered by this Recommended Practice.
- 4.57 b) & c) Unaccompanied baggage is considered as cargo and is physically sent to the areas set aside for goods, which are different from those reserved for passenger baggage.

CHAPTER 5

- 5.4 Customs can require a document identifying a package in transit, the aircraft on which it was carried, the nature, gross weight, and if appropriate, the point of lading of the cargo.
- 5.5 Community customs legislation provides that goods placed in the customs area are under customs supervision and may be subject to inspection by the customs authority.
- 5.8* In the European Community, in the case of transfer flights, hand baggage is inspected at the first Community airport, while hold baggage is inspected at the Community airport of destination, pursuant to the provisions of the relevant international Conventions.

CHAPTER 6

- 6.5* Community customs legislation provides that payment of duties and taxes be made either in cash or by guaranteed and certified bank cheque.
- 6.16* Despite the fact that passenger clearance is done as quickly as possible, it is not always possible for customs administrations to accept that the departure formalities for all passengers requiring not more than normal inspection are completed in a total time period of 60 minutes, calculated from the time of the passenger's presenting himself at the first processing point at an international airport.
- 6.29* While in practice clearance is given as quickly as possible, and in most cases concluded within the time stated in this Recommended Practice, it is not always possible for the customs administrations to accept such a limit (45 minutes).

* Recommended Practice

- 6.39* The activities of duty-free shops are tolerated because they are based on the notion that the goods offered for sale are for export, and for that reason the duty-free shops should be located at specific points.
- 6.51* When airport capacity is limited, off-airport bonded warehouses are only permitted when the customs resources are available and the transit formalities have been completed.
-

* Recommended Practice

CHAPTER 2

- 2.1 Government regulations and procedures applicable to the Customs clearance of aircraft shall be more favourable than those applied to other forms of transportation.
- 2.5 General Declaration is required.
- 2.9.1* Contracting party shall not dispense with the requirement for information concerning the nature of goods in the Cargo Manifest.
- 2.11 Contracting party shall require the presentation of a written declaration of stores remaining on board aircraft.
- 2.19* Documents shall be in English. Any document written in other languages shall be accompanied by a written translation to English.
- 2.47 Such aircraft shall be allowed to remain within that State for a period of six (6) months without security for customs duty.

CHAPTER 3

- 3.19 Operators may open baggage in the presence of Customs officials.

CHAPTER 4

- 4.11* May not waive presentation of individual documents pertaining to shipments of cargo.
- 4.15 May physically examine cargo for Customs purposes.
- 4.25* Bonafide unsolicited gifts of not more than two (2) parcels per person per calendar year and of which the value per parcel does not exceed US\$400 are allowed. Samples of no commercial value supplied free of charge may be released without entry or payment of duty.
- 4.40* Provided the loaned goods are remaining on board the aircraft and Customs is being made aware of it by a written declaration.
- 4.46 Such stores shall be admitted free of duty if the Contracting party has a bonded warehouse, as long as the parts are replaced there.
- 4.48* Where duties are levied on the items listed, the concerned party may put up a written application to Customs for general rebate.

* Recommended Practice

CHAPTER 2

- 2.5 The presentation of the General Declaration is required.
- 2.46* The participation of more than one governmental agency is required for the clearance of smaller aircraft and their cargo.

CHAPTER 3

- 3.5.1* Brazil does not yet issue machine readable passports, although it intends to do so in the near future.
- 3.5.2 Although it does not yet issue machine readable passports, Brazil will be issuing passports which conform to the format set forth in ICAO Doc 9303, Part 1, in the near future.
- 3.5.4* Diplomatic and official passports have a differentiated period of validity according to the mission of their holders. Ordinary passports have a non-extendable period of validity of five years.
- 3.8 A fee is required for the concession of visas, except when an exemption is established in an agreement.
- 3.8.1* Brazil does not yet issue machine readable clearances or visas, as specified in ICAO Doc 9303, Part 2.
- 3.8.3 The length of validity of the visa is 3 months after the date of its concession.
- 3.8.7* Brazil does not issue yet machine readable clearances or visas in the format prescribed for the visual zone of the machine readable visa in Doc 9303, Part 2.
- 3.9* The control of disembarkation and embarkation will be made through the Embarkation/Disembarkation card, which will be filled by the passengers and crew and handed over to the Federal Police. Airline operators should instruct passengers and crew on filling out the Embarkation/Disembarkation card correctly.
- 3.10 The Brazilian Authorities will require passengers and crew alike to fill out the Embarkation/Disembarkation card, which differs from the model contained in Appendix 5 of Annex 9.
- 3.10.1 Airline operators should instruct passengers on filling out the Embarkation/Disembarkation card correctly and other related procedures.
- 3.10.2 Airline operators should print and provide the Embarkation/Disembarkation cards to the passengers before embarkation or during the flight, as the case may be.
- 3.16 Brazilian customs authorities might demand, whenever necessary, a written declaration of baggage from passengers and crew arriving from abroad.
- 3.33 The Embarkation/Disembarkation card will be required from passengers leaving the country.
- 3.41 Operators will be subjected to fines when transporting to Brazil foreigners whose documents are not in order.

* Recommended Practice

CHAPTER 4

- 4.15.1* The Brazilian authorities adopt all the necessary measures regarding goods destined abroad before authorizing their embarkation. However, if an irregular embarkation occurs, the Brazilian authorities will determine, in accordance to the law, the disembarkation of the goods before the aircraft leaves.

CHAPTER 8

- 8.3.2* The Brazilian legislation does not contemplate the possibility of entrance visas for search and rescue or accident investigation teams. At the discretion of the immigration authorities (the Federal Police), a “conditional disembarkation”, which will be considered on a case-by-case basis, could be granted.

* Recommended Practice

CHAPTER 2

- 2.9 Canadian customs' regulations require that all air carriers report cargo either on an IATA standard format air waybill or on the official national customs cargo control document.
- 2.9.1* This Recommended Practice suggests that States not require the completion of information concerning the nature of goods listed on the Cargo Manifest. The description of the nature of goods provided on this document is essential information which cannot be dispensed with.
- 2.42* *Note* Canadian customs officials may require more than two days' notice in order to arrange the clearance of charters involving the arrival of a large number of passengers at small airports or at remote locations in Canada. The Canadian Transportation Agency requires that air carriers operating foreign-originating fifth freedom charter flights notify the Agency seven days before the date of arrival of such flights. An air carrier that proposes to operate Canadian originating passenger resalable charters must apply to the Agency 15 days before the date of the flight or first flight of a series. (Fifteen days is necessary for the Agency to ensure that sufficient advanced payment protection is in place.)

CHAPTER 3

- 3.8 In instances where a visitor visa is required, a fee is payable to defray the cost of processing the application.
- 3.8.2 Canada reserves the right to require visitor visa applicants to appear at a Canadian Consulate for interview.
- 3.8.3 Some visitors may be issued single entry visas valid for less than one year.
- 3.17.1 The system of optional channels which may be established in Canada will be different in certain respects from the one recommended in Appendix 6 to Annex 9. Nevertheless, the general principle and the ultimate purpose are the same.
- 3.19 If mishandled baggage includes baggage which was delivered to the owner and not reported to customs by the air carrier, national legislation in Canada provides for the assessment of penalties in such cases.
- 3.39 The obligation of the Operator under Canada's Immigration Act is more specific and goes further than required by this Standard. In addition to ensuring that the passenger is properly documented at the point of embarkation, Canada's Immigration Act requires that passengers are also presented for examination at the port of entry with valid documentation.
- 3.44 In Canada, the responsibility of carriers goes further than is implied here. Section 88(1) of the Immigration Act requires, *inter alia*, that the airline shall have the custody and care of the person in question until such time as it is possible to place him on board the aircraft on which he is deemed to travel.
- 3.46
- 3.45.1* Canada's practice is to notify transit and destination States only in the following situations:
- Escorted removals
 - Non-escorted persons that could be contentious, potentially sensitive or possibly troublesome, or
 - Removals which involve criminality or security concerns.
- However, when notification is provided, information contained in the notice exceeds what is suggested in the note.

* Recommended Practice

- 3.48 Generally, operators are precluded from recovering from the inadmissible person transportation costs relating to his return. Subsection 88(2) of the Immigration Act prohibits the Operator from recovering transportation costs from any person required to leave Canada unless there is an agreement respecting return fares between the Operator and the person being conveyed.
- 3.49 Section 52(2) of the Immigration Act requires, *inter alia*, that where a person is ordered removed from Canada, the person shall be removed to:
- (a) the country from which that person came to Canada;
 - (b) the country in which that person last permanently resided before he came to Canada;
 - (c) the country of which that person is a national or citizen; or
 - (d) the country of that person's birth.
- In some cases, it may be necessary to return a person found inadmissible to Canada to a country where the person was earlier found inadmissible.
- 3.51 Under the Canadian Immigration Act, the responsibility of carriers goes further than this Standard. In situations when the person is admitted and subsequently ordered removed, subsection 85(1) of the Immigration Act requires the carrier which brought that person to Canada to convey him or cause him to be conveyed. In such situations, the cost of removal is borne by the Canadian Government.
- 3.53 Canada's practice is to notify transit and destination States only in the following situations:
- Escorted removals
 - Non-escorted persons that could be contentious, potentially sensitive or possibly troublesome, or
 - Removals which involve criminality or security concerns.
- However, when notification is provided, information contained in the notice exceeds what is suggested in the note.

CHAPTER 4

- 4.11* When goods are being exported from Canada, the exporting carrier is required to present to customs a single copy of the air waybill for each shipment laden on board the aircraft. This document is to be supported by individual export declarations, export permits, etc., as required by national legislation. In the case of goods exported temporarily, there is a need in some instances for additional documentation other than a simple export declaration.
- 4.12
- 4.16 The physical examination of goods referred to in this section cannot normally be carried out on a selective technique basis. Goods exported temporarily or those which are exported after having been temporarily imported must normally be examined on an individual basis.
- 4.20 When the value of commercial shipments does not exceed \$500 a commercial invoice is acceptable. In all other instances properly completed customs invoices are required.

* Recommended Practice

- 4.25* Gifts, not being advertising matter, tobacco or alcoholic beverages, may be admitted duty free and tax exempt under the provisions of the Customs Tariff and Excise Tax Act provided they are sent by persons abroad to residents of Canada when the value does not exceed sixty dollars in any one case. Travellers' samples of negligible value may be admitted without payment of customs charges when imported by residents or non-residents to solicit orders for similar goods to be supplied from abroad. Commercial samples may be temporarily imported free of duties and taxes provided they meet the requirements of national legislation. However, such samples must be documented on an ATA Carnet or on the appropriate national customs document. Imports of commercial samples, while exempt from customs duties and excise taxes, may be subject to the filing of security when imported on a temporary basis. Commercial samples remaining in Canada on a permanent basis are subject to the regular provisions of the Customs Tariff Act and the Excise Tax Act. However, samples of negligible value are, under national legislation, free of duties and taxes and other charges.
- 4.48* Machinery and equipment imported into Canada for use exclusively in servicing aircraft registered in a foreign country while at international airports in Canada are duty free provided the foreign country in which the aircraft is registered grants a similar privilege to aircraft registered in Canada. Sales tax is payable on the value of the equipment.
- 4.50* National legislation provides for the duty and tax free importation of airline documents referred to in this section provided that reciprocal privileges are extended to Canada.
- 4.51 National legislation does not allow urgently required goods to be imported or exported from Canada completely free of all documentation. However, Canadian Customs entry and release procedures do provide in the case of goods imported systems whereby goods can be entered with a minimum of documentation so long as fully completed entry documents are provided and any duties and taxes payable are paid within a prescribed period of time.

CHAPTER 5

- 5.2 Canadian Immigration legislation makes no distinction between visiting or transiting Canada. Therefore,
5.3 any person requiring a visa to visit Canada, also requires a visa to transit Canada. One exception is
5.4 refuelling stops providing certain conditions are met.
5.4.1
- 5.8* The Canadian Immigration Act requires that any person seeking admission to Canada shall first appear before an immigration officer for examination. Persons in transit from one international airport to another international airport must be examined and allowed entry in order to do so.
- 5.12* Canadian legislation does not provide for the establishment of free airports or free zones, but a warehouse procedure may be utilized as an alternative system. Under this procedure, imported goods may be stored in a customs bonded warehouse for subsequent re-exportation without payment of duties and taxes.

CHAPTER 6

- 6.69 Wherever possible, the Canadian Department of Transport will make accommodation available for authorized private agencies to provide monetary exchange facilities, but the Department will not itself provide such services.

* Recommended Practice

CHAPTER 8

- 8.1* Pursuant to Canadian legislation, operators are required to meet the specific financial security requirements of various statutes.
- 8.3 Canada has granted visa and employment authorization waivers to accepted representatives and their advisers who are participants in accident or incident investigations. However, salvage and repair have been excluded from these exemptions.
- 8.4 There is provision in national legislation for the temporary importation of goods for a search or rescue operation. However, there is no provision which would allow duty or tax free entry of the articles mentioned for the accident investigation, repair or salvage aspects. The goods in this case would be subject to the provisions of the Customs Tariff and Excise Tax Acts.
- 8.7 The outward movement of the parts would pose no problem. However, on re-importation the parts would be subject to the regular provisions of the Customs Tariff and Excise Tax Acts if they are foreign goods.
-

* Recommended Practice

CHAPTER 3

3.9* The following forms are required for entry into Chile:

1. The Embarkation/Disembarkation Card
 2. Tourist card for foreigner
 3. Declaration of animal or plant products or sub-products in baggage (required for each person 18 years and above).
-

* Recommended Practice

CHAPTER 2

- 2.5 A General Declaration is required or an alternative notice containing the names, nationalities and positions of crew members and the total number of passengers is furnished on the arrival and immediately prior to the departure of the aircraft.
- 2.6 Information on names, nationalities and positions of crew members is required.
- 2.9 Air cargo reporting requirements are prescribed by local legislation under which no option, as proposed, is provided for.
- 2.9.1* Information concerning the nature goods is required.
- 2.42* The following documentation is also required:
- 1) A valid air operator's certificate or equivalent document.
 - 2) Current Certificate of Airworthiness of the aircraft to be used.
 - 3) Aerodrome operating minima.
 - 4) Noise certificate of the aircraft to be used.
 - 5) Information as to how the pilot's route and airport qualification is to be established for Hong Kong.
 - 6) Third party insurance. Sufficient time must be allowed for delivery/processing of documents.

CHAPTER 3

- 3.5.6* The fee may exceed the actual cost of issue or renewal.
- 3.8 A fee is charged for the issuance of a visa.
- 3.8.1* At present there is no plan to issue visas in machine readable form.
- 3.8.3 Visas are usually valid for a period of three months from the date of issue.
- 3.8.4* Visitors who do not possess a visa when required will normally be refused admission into Hong Kong. However, they will be allowed to stay overnight in off-airport accommodation until their departure, under assurance and guarantee of the airline operator that brought them into Hong Kong.
- 3.8.6* Entry visas are not required for resident aliens who have valid residence permits.
- 3.8.7* Visas issued under the existing system are in a different format from that prescribed in ICAO Doc 9303, Part 2. At present there is no plan to change the visa format which has an impact on the visa issuing mechanism.
- 3.9* Embarkation/Disembarkation Cards are required to be completed.
- 3.10 The format at Appendix 5 is not acceptable. The cards in use are of a different size and format and include additional information relating to address in Hong Kong and signature. This information is required for enforcement of immigration control.
- 3.17.1 It is not intended to adopt the dual-channel baggage clearance system.

* Recommended Practice

- 3.23.1* Current batch of Crew Member Certificates (CMC) is not in machine readable form nor in the format shown in Appendix 7. Consideration will be given to issuing new CMC in the required format when they are due for renewal in 2005.
- 3.25 Crew members travelling as passengers must be in possession of valid passports although they may use their Crew Member Certificates or company identification cards for immigration formalities if their names are included in the General Declaration of the aircraft in which they arrive or depart.
- 3.25.1*
- 3.29* The Civil Aviation Safety Inspector Certificates in use in Hong Kong are of a different size and format.
- 3.31* Flight operations inspectors and cabin safety inspectors must be in possession of valid passports for immigration formalities.
- 3.33 Some passengers, *inter alia* all foreign visitors, are still required to complete an embarkation card.
- 3.41 A fine may be imposed on the owner of the aircraft and his agent if a passenger does not have a valid travel document. The fine may be waived if there is evidence to suggest that this has not been caused by negligence of the carrier.
- 3.41.1*
- 3.44 Legislation now provides for the removal of any persons found inadmissible in Hong Kong to their last port of embarkation or place of origin, or place of nationality of the deportee.
- 3.45.1* The public authority of the countries of final destination will be given prior notice, whenever practicable, before execution of a Deportation Order.
- 3.46 Legislation now provides for the removal of any persons found inadmissible in Hong Kong to their last port of embarkation or place of origin, or place of nationality of the deportee.
- 3.46.1 Security escort will not be provided by government officials.
- 3.52 The operators are informed before the execution of a Deportation Order of the name of deportee and the flight arrangements.
- 3.53 The public authority of the countries of final destination will be given prior notice, whenever practicable, before execution of a Deportation Order.
- 3.55 The existing travel document production mechanism requires the applicant to produce an application form with signature appended.

CHAPTER 4

- 4.37 Constrained cargo in Hong Kong can be cleared by Customs within 90 minutes upon request. Under such circumstances, it would be unreasonable and inefficient to make alternative arrangements for the storage and/or clearance and/or examination of containers/pallets and their loads at off-airport locations.
- 4.56 In the case where cargo, unaccompanied baggage or stores require reforwarding to the correct designation, they will also be subject to the laws and regulations of Hong Kong relating to the control of prohibited articles in addition to the other requirements under this Standard.

* Recommended Practice

CHAPTER 5

- 5.4.1 A visa is required by Stateless aliens and by nationals of certain countries.
- 5.11* It is not proposed to establish free airports.
- 5.12* It is not proposed to establish a free zone at the international airport.

CHAPTER 6

- 6.5* The current practice of the Government of the Hong Kong Special Administrative Region does not accept payment by credit cards.
- 6.6* The number of choice of agents for aircraft ramp handling services is presently three.
- 6.64* Such arrangements are not appropriate to the present Hong Kong system of control; there are both legal and practical difficulties.

CHAPTER 8

- 8.35* Hong Kong's plans for making provision for access by disabled persons are not yet complete. However, almost all newly built aircraft registered in Hong Kong have the facilities incorporated to facilitate disabled persons.

* Recommended Practice

CHAPTER 2

- 2.23 The Immigration and Alien Affairs Directorate may impose administrative penalties in the form of fines on transport companies which do not comply with the requirements or procedures for inspection and immigration clearance.
- 2.26* The health authorities may verify the information by asking for the equipment or spray used for disinsecting or by making inquiries of the passengers.
- 2.29* The health authorities may carry out additional disinsecting if an inspection of the aircraft reveals the presence of vectors, once the passengers have disembarked.
- 2.36 Prior permission is required.
- 2.37 Prior permission is required.
- 2.42* Any flight across the territory of the Republic of Cuba is subject to prior permission by the Directorate of Civil Aviation of the Republic of Cuba. Any scheduled air service operator must submit the information required by law no less than two weeks before the date of the route's entry into force and in the case of non-scheduled flights, 48 hours in advance of the planned time of departure. On special occasions, a request or change to the information required by the legislation in force will be authorized on the day before the flight.
- For search and rescue purposes, meteorological research flights or air ambulances, flights through the airspace of the Republic of Cuba may be requested without complying with the above-mentioned time requirements.

CHAPTER 3

- 3.5.4* The Republic of Cuba issues its passports for an initial period of two years, renewable for two years, two more times (six-year period of validity).
- 3.25 Airline crew members travelling as passengers by any means of transport to exercise their duties on an aircraft are required to have valid passports issued in their names and visas where required.
- 3.32 Cuba requires its nationals and resident aliens of over 90 days' standing to obtain permits to leave the country's territory.
- 3.49 This will be done provided that the return to the point of origin of the person declared inadmissible takes place immediately upon arrival at the point where the person was found to be inadmissible.
- 3.54 This will be done provided that the person is declared inadmissible upon his or her arrival at the point of disembarkation and not at a later date.

* Recommended Practice

CHAPTER 2

2.42* An application for landing of non-scheduled flights of foreign civil aircraft in the Czech Republic for commercial purposes shall be submitted at least five working days before the intended day for individual flights (except for extremely urgent cases), two weeks before the first of the planned flights for a series of more than three flights within two successive months.

The charter price is required in addition to the details required in this Recommended Practice. In an instance where the charter is an inclusive fare charter, more details may be required.

2.46* Not applicable. All aircraft landing in, or departing from the Czech territory to/from abroad have to make their initial, or final, take-off at an airport with permanent customs and passport services or at airport where customs and passport services are provided on prior request.

CHAPTER 3

3.5.7* Children over the age of fifteen years require a separate passport.

3.8.3 Entrance visas for visitors are usually issued to be valid for up to a period of three months from date of issue. Visas are usually issued on a trip-by-trip basis.

3.8.6* Re-entry visas are required from resident aliens.

3.24 Implementation on the condition of reciprocity.

3.24.1

3.25

3.32.1*

CHAPTER 6

6.64* Pre-clearance is not provided in the Czech Republic to authorities of the other Contracting States.

* Recommended Practice

CHAPTER 2

- 2.9 Community legislation provides that documents relating to cargo should contain, in certain circumstances, the indication of gross weight of each consignment.
- 2.9.1* Community legislation requires that the gross weight and the nature of goods be shown on the documents presented at customs.
- 2.11 A written customs declaration which is a combination of the general declaration and a list of the goods is required. The declarations cover those goods which remain on board the aircraft.

CHAPTER 3

- 3.5.7* Children above the age of 15 are required to have a separate passport.
- 3.8.1* Visas to Denmark are not issued in machine readable form.
- 3.8.2 Normally applicants for entrance visas must make a personal appearance at a consulate.
- 3.8.3 Entry visas are normally issued for not more than three months on a trip-by-trip basis.
- 3.8.6* Re-entry visas are necessary for residents who do not possess a document proving their residence entitlement in Denmark (residence permit).
- 3.9* The inter-Nordic passport control area comprising Denmark, Finland, Iceland, Norway and Sweden requires visitors who hold entry visas to complete a special disembarkation card, which differs from the ICAO format. Persons who do not need entry visas are not required to fill out disembarkation cards.
- 3.14.2* Denmark has not implemented an API system and does not submit passport information for passengers to the authorities of the State of destination before flight departure.
- 3.18* In the European Community in the case of transfer flights, hand baggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international Conventions in force.
- 3.40.2* The Danish authorities and the airlines have not entered into Memoranda of Understanding but there is a current cooperation in order to prevent transportation of inadmissible persons to Denmark.
- 3.41 Any person who brings a foreign national into Denmark would be liable to pay a fine if the foreigner in question has no proof of identity and visa to enter Denmark. The negligence or absence thereof of the person who brings in the foreign national has no relevance (Danish Aliens Act).

CHAPTER 4

- 4.11* Unaccompanied baggage is shipped as cargo and as such is covered by a transport document. The use of individual documents is required.
- 4.15.1* European Community legislation in force is not in line with the provision of this Recommended Practice.

* Recommended Practice

- 4.20 A commercial invoice alone does not generally contain sufficient information and does not therefore constitute a full declaration.
- 4.21* A commercial invoice and, as the case may be, the certificate of origin are required separately.
- 4.25* European Community customs and fiscal legislation provide for free admission from customs duties and taxes of the following categories of goods within the value limits shown opposite each one of them:
- small consignments without commercial character of a total value not exceeding 45 ECUs per consignment;
 - consignments of goods sent directly from a third country to an addressee in the Community the value of which cannot exceed 22 ECUs per consignment concerning the exemption from customs duties and 10 to 22 ECUs concerning the exemption from value added tax;
 - goods entering in the accounts amounts of customs duty of less than 10 ECUs.
- 4.29.1* While the Customs release the goods as quickly as possible, customs authorities are not always the only authorities involved in the clearance procedure. Therefore, they cannot undertake to release all general cargo within four hours. Furthermore, recent studies indicate that many delays are due to the importers themselves.
- 4.45* European Community customs legislation provides that such documents as the commercial invoice and, as the case may be, the certificate of origin, be presented separately.
- 4.48* European Community customs legislation allows for its Member States to grant relief for ground and security equipment, mentioned in Recommended Practice 4.48, only on the basis of reciprocity with countries that are Contracting Parties to the Convention on International Civil Aviation (Chicago 1944).
- 4.49* Not all the items of equipment referred to in this Recommended Practice are admitted duty free.
- 4.50* European Community customs legislation does not provide for duty free admission of all airline and operators' documents covered by this Recommended Practice.
- 4.57
Note b) & c) Unaccompanied baggage is classified and regarded as cargo and is physically handled in goods areas which are different from those areas that are reserved for passenger baggage.

CHAPTER 5

- 5.2 Transit visas may be required from nationals of certain countries.
- 5.4 Customs may require a document indicating the identity of a package in transit, the identity of the aircraft which brought it, the nature the gross weight and place of loading of the cargo.
- 5.4.1 A transit visa is required prior to the arrival in the country from transit passengers obliged to possess a visa.
- 5.5 European Community legislation requires that goods brought into the customs territory of the Community shall be subject to supervision by the customs authority.

* Recommended Practice

- 5.8* In the European Community in the case of transfer flights, hand baggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international Conventions in force.

CHAPTER 6

- 6.5* Community customs legislation requires that duties and other taxes be paid either in cash or by guaranteed and certified bank cheques.¹
- 6.16* While customs clearance is expedited as far as possible, customs administrations cannot undertake to clear all embarking passengers of a flight, not requiring more than a normal inspection, within 60 minutes from the time they are presented at the first processing point of an international airport.
- 6.29* While customs clearance is expedited as far as possible, customs administrations cannot undertake to clear all disembarking passengers of a flight within 45 minutes.
- 6.39* Duty-free sales are considered to be sales accomplishing the fictitious exportation of goods and as such, duty-free shops have to be established at specified points.
- 6.51* Off-airport bonded warehouses are allowed when airport capacity is limited and only where customs resources are available and necessary transit formalities are respected.

CHAPTER 8

- 8.19 The coordination of facilitation activities between relevant departments, agencies, organizations, airports and airport operators is done by the Civil Aviation Administration, Denmark.

APPENDIX 11

Airport Facilitation Committees

At present there is a Facilitation group at Copenhagen Airport, but government clearance agencies only participate ad hoc.

¹ Community legislation in force (Article 223 of the Code) is large enough to cover payments using credit cards. Therefore each Member State is free to consider whether or not they should enter a national reservation explaining the way they accept a customs debt to be paid.

* Recommended Practice

CHAPTER 2

- 2.5 Eritrea requires presentation of a General Declaration to facilitate quarantine services.
- 2.7 Presentation of a Passenger Manifest is required for operational reasons.
- 2.9.1* Information regarding goods and countries from which they are loaded is required to categorize them.
- 2.40 Application for permission shall require to be filed, fifteen days in advance in case mail is used and three working days when fax or telegram is used.

CHAPTER 3

- 3.8 A visitor requires a temporary entry visa for one month and, upon request, can be extended for another month, and is chargeable. Citizens of Ethiopia, Uganda and Kenya need no entry visas.
- 3.10 Embarkation/Disembarkation Cards are applicable and have slight differences from Appendix 5 format.
- 3.17 Baggage of inbound passengers is cleared on verbal declaration except where goods in such baggage are liable to duty and tax, then a written declaration must be submitted.
- 3.24 Under all circumstances, crew members are required to possess a valid passport.
- 3.32 Until further notification, Eritrea requires exit visas for its nationals wishing to tour abroad.

CHAPTER 4

- 4.11* Documents are required for customs and security reasons, and would not affect delays.

* Recommended Practice

CHAPTER 2

- 2.5 The General Declaration with full names (a list) of crew members is required.
2.5.1
- 2.5.4 The General Declaration shall be stamped and signed by Immigration at the last point as constituting the outward clearance of the aircraft.
- 2.6 The General Declaration with full names (a list) of crew members is required.
- 2.7 A Passenger Manifest of Embarking and Disembarking passengers with full names is required from the operator due to Immigration and Customs.
2.7.1*
- 2.37 Prior permission for such flights is required 15 days before the intended date of operation in case mail service is used and seven days when telegram or telex is used.
- 2.46* International flights shall only use international airports. No other governmental agency is authorized to undertake responsibility.

CHAPTER 3

- 3.5.1* Non-machine readable passports which conform to the format set forth in ICAO Doc 9303 are accepted.
- 3.5.3* Decentralized activities for the issuance of passports are unacceptable for various reasons.
- 3.8.1* Non-machine readable visas which conform to the format set forth in ICAO Doc 9303, Part 2 are accepted.
- 3.8.6* Re-entry visa from lawful resident aliens is required.
- 3.17 Baggage of passengers is subject to customs inspection.
3.17.1 No dual-channel baggage clearances system is installed for the time being.
- 3.32 Exit visas from Ethiopian nationals are required.
3.32.1* Exit clearance in connection with the issuance of a re-entry visa is required from lawful resident aliens.
- 3.34 Baggage of outgoing passengers is subject to inspection on random basis.
- 3.38.2* The operator is responsible for the care of passengers and crew until passengers and crew have been admitted, or, if leave to enter is refused, until passenger and crew leave Ethiopia.
- 3.51 The operator is obliged to remove the alien, if the alien is found to be inadmissible after arrival.

CHAPTER 4

- 4.15 Cargo and unaccompanied baggage are not exempted from physical examination.

* Recommended Practice

- 4.26 Imported private gift package and trade samples not exceeding the value of Birr 75 are exempted from duty and other clearance formalities.
- 4.32 As long as each and every package of the cargo imported by air has uniformity, then their physical examination shall be accomplished on a sampling basis.
- 4.57 Unaccompanied baggage is treated as cargo. However, declaration formalities shall not be required for accompanied baggage not exceeding the weight of 60 kg.
-

* Recommended Practice

CHAPTER 2

- 2.5 Still a requirement for unscheduled aircraft. However, a General Declaration is not required for normal scheduled international and regional commercial services.
- 2.19* Document for entry of aircraft is required in English only.

CHAPTER 3

- 3.5.2 Passports are issued from Immigration Headquarters in Suva, Fiji.
- 3.8 Fiji charges fees when issuing visas to those that require them to enter Fiji. No fees are charged, however, when issuing entry permits to those that are exempted from the visa requirement.
- 3.8.1* Our visas are yet to be issued in a machine readable form as per Doc 9303, Part 2.
- 3.8.3 Our visas are valid for three (3) months for a single entry and twelve (12) months for multiple entries. In each case a period of stay can go up to a maximum of six (6) months. We do not issue a visa whose validity exceeds the validity of the passport.
- 3.8.4* We do not implement this Recommended Practice. However, we are flexible in this matter, depending on the nature of the “*exceptional circumstances*”.
- 3.9* We require visitors to fill in arrival cards which require additional information.
- 3.10 The format set forth in Appendix 5 differs, since more information is required.
- 3.14.2* We do not have the facilities to enable us to implement this system. We would approach this concept with an open mind when facilities are in place and are invited by other users in the region to participate and be part of the network. However, we now have document reading devices to capture the information in the machine readable passports.
- 3.15 When arriving, an identity document is inspected only once and by one official at the Immigration arrival passport control point.
- When departing, an identity document is checked twice, once at the airline check-in counter and the second time at the Immigration departure passport control point.
- 3.24.1 For security and control purposes, we require crew and passengers of all non-scheduled aircraft to fill in the arrival cards and produce their passports in addition to the General Declaration. They will go through the normal CIQ.
- 3.25 For security and control purposes, airline crew members will have to meet all our normal entry requirements, i.e., passport, funds, ticket and visa, if required.
- 3.45 If a passenger is found inadmissible for whatever reasons, the passenger is immediately transferred back to the operator for custody and repatriation.

* Recommended Practice

CHAPTER 4

4.4 Electronic data interchange (EDI) yet to be introduced.

4.11* Customs use “Single Administrative Document” approved by the World Customs Organization for the import and export of cargo.

CHAPTER 6

6.46* Special cargo for live animals is well controlled at Nadi Airport because facilities are provided. At Nausori Airport there is no control since facilities are not provided. Animals at present are being handled and stored by each respective airline company. Risk on Control/Access of unauthorized persons is very high.

* Recommended Practice

CHAPTER 2

2.9 Community legislation provides that documents relating to cargo should contain, in certain circumstances, the indication of gross weight of each consignment.

2.9.1* Community legislation requires that the gross weight and the nature of goods be shown on the documents presented at customs.

CHAPTER 3

3.9* Upon entering the Inter-Nordic passport control area (comprising Denmark, Finland, Iceland, Norway and Sweden) visitors holding entry visas are required to complete a special Disembarkation Card (control card) which differs slightly from the ICAO format (national Alien Act and Decree).

3.10
3.18* In the European Community in the case of transfer flights, hand luggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international Conventions in force.

3.28* National legislation does not yet allow such treatment.

3.29* The certificate in use differs from the ICAO format.

3.45 *Note* Format in use (decision of the EU Council) slightly differs from suggested format in Appendix 9.

CHAPTER 4

4.11* Unaccompanied baggage is shipped as cargo and as such is covered by a transport document. The use of individual documents is required.

4.15.1* European Community legislation in force is not in line with the provisions of this Recommended Practice.

4.20 A commercial invoice alone does not generally contain sufficient information and does not therefore constitute a full declaration.

4.21* The commercial invoice and, as the case may be, the certificate of origin are required separately.

4.25* European Community customs and fiscal legislations provide for free admission from customs duties and taxes of the following categories of goods within the value limits shown opposite each one of them:

- small consignments without commercial character of a total value not exceeding 45 ECUs per consignment;
- consignments of goods sent directly from a third country to an addressee in the Community the value of which cannot exceed 22 ECUs per consignment concerning the exemption from customs duties and 10 to 22 ECUs concerning the exemption from value added tax;
- goods entering in the accounts amounts of customs duty less than 10 ECUs.

* Recommended Practice

- 4.26 Customs declaration is not required only in respect of goods imported by private persons for non-commercial purposes (EU and national legislation).
- 4.45* European Community customs legislation provides that documents as well as the commercial invoice and, as the case may be, the certificate of origin be presented separately.
- 4.48* European Community customs legislation allows for its Member States to grant relief for ground and security equipment mentioned in this Recommended Practice, only on the basis of reciprocity with countries that are Contracting Parties to the Convention on International Civil Aviation (Chicago 1944).
- 4.49* Not all the items of equipment referred to in this Recommended Practice are admitted duty free.
- 4.50* European Community customs legislation does not provide for duty free admission of all airline and operators' documents covered by this Recommended Practice.
- 4.57 Unaccompanied baggage is regarded as cargo and is removed for examination to premises devoted entirely to cargo, which are different from those devoted to passengers.
Note b) & c)

CHAPTER 5

- 5.4 Customs may require a document indicating the identity of a package in transit, the identity of the aircraft which brought it, the nature, the gross weight and place of loading of the cargo.
- 5.4.1 A transit visa is required to be obtained prior to arrival in Finland for passengers who intend to leave the international airport area (national Alien Act).
- 5.5 European Community legislation requires that goods brought into the customs territory of the Community shall be subject to supervision by the customs authority.
- 5.8* In the European Community in the case of transfer flights, hand luggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international Conventions in force.

CHAPTER 6

- 6.5* Community customs legislation requires that duties and other taxes be paid either in cash or by guaranteed and certified bank cheques.
- 6.39* Duty-free sales are considered to be sales accomplishing the fictitious exportation of goods and as such, duty free shops have to be established at specified points.
- 6.51* Off-airport bonded warehouses are allowed when airport capacity is limited and only where customs resources are available and necessary transit respected.

CHAPTER 8

- 8.3.1* National legislation does not yet allow such an exemption; in special cases entrance visas can be issued on arrival.

* Recommended Practice

Note.— After 30 June 1999 there will be no duty free sales for passengers on intra-community (EU) flights (except for passengers to/from Canary-, Channel- and Åland Islands).

CHAPTER 2

- 2.9.1* European Union customs legislation requires an indication of the gross weight and nature of the goods on the documents submitted to the customs authorities of France.

CHAPTER 3

- 3.5.2 France will not be able to apply these measures on its non machine readable passports as these do not have any automatic reading zone.
- 3.8 Since the entry into force of the Convention applying the Schengen Agreement, visa fees charged by the States parties to that Convention, including France, are being progressively harmonized and bilateral agreements on visas free of charge are being progressively denounced.
- 3.41 French legislation imposes a fine on airlines which disembark inadmissible passengers in France unless the documentary irregularity is not apparent or the request for asylum made by the passenger is not clearly unfounded.
- 3.41.1* The conclusion of Memoranda of Understanding is not consistent with French legislation on the responsibility of airlines which disembark inadmissible passengers in France.
- 3.43* French legislation charges the costs of custody and removal of passengers found inadmissible to the airlines which transported them.
- 3.54 While not applying this Standard which is deemed too compelling in regard to the burden of proof imposed on States, France does endeavour to issue the documents requested within a reasonable period of time to facilitate the return of its nationals when it recognizes them as such.
- 3.55 See the difference notified above regarding Standard 3.54 with which this Standard is connected.
- 3.56

CHAPTER 4

- 4.11* Unaccompanied baggage is shipped as cargo and, as such, is required to be accompanied by an air waybill.
- 4.48* Not all equipment referred to in this Recommended Practice is admitted duty free.
- 4.49*
- 4.57 Unaccompanied baggage is regarded as cargo and is physically directed to the areas provided for cargo.

CHAPTER 5

- 5.2 Within the framework of the special circumstances contemplated by this Standard, French legislation requires an airport transit visa of the nationals of certain citizenships.
- 5.4 Within the framework of the special circumstances contemplated by this Standard:

* Recommended Practice

- French legislation requires the airport transit visa of the nationals of certain citizenships;
- Nationals of citizenships subject to the short-term visa requirement are subject to the transit visa.

5.9* Within the framework of the special circumstances contemplated by this Recommended Practice:

- French legislation requires the airport transit visa of the nationals of certain citizenships;
- Nationals of citizenships subject to the short-term visa requirement are subject to the transit visa.

CHAPTER 6

6.5* Payment of duties and taxes has to be made either in cash or by guaranteed or certified bank cheque.

6.29* It is not possible for customs administration to undertake to clear all disembarking passengers from a flight within 45 minutes although customs clearance is carried out as expeditiously as possible.

6.39* Duty-free sales are conducted on the notion of exportation of goods and such duty-free shops have to be located at specific points.

6.51* Where airport capacity is limited, off-airport bonded warehouses are allowed only when necessary customs resources are available.

* Recommended Practice

CHAPTER 2

- 2.9 European Community customs legislation requires that the weight (gross mass) and nature of goods must be indicated in the document presented.
- 2.9.1*
- 2.37 All flight times relating to arrival and departure of all commercial flights at international airports of Germany as well as those that overfly German territory have to be notified, normally four to five months in advance. Non-commercial flights to Frankfurt airport have to abide by the same conditions.

CHAPTER 3

- 3.8 In principle, all visas for Germany are granted on the payment of a fee. This requirement may be waived or the fee reduced in special circumstances or in instances where Germany has entered into an agreement with other Contracting States.
- 3.8.3 The period of validity of a visa for Germany is not fixed and may vary if required.
- 3.10 There is no longer a requirement for an Embarkation/Disembarkation Card. However, stateless persons and persons who are citizens of countries that do not have diplomatic ties with Germany have to fill out a “registration form” upon entry and departure.
- 3.10.1*
- 3.10.2
- 3.18* In the European Community in the case of transfer flights, hand luggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international Conventions in force.
- 3.24 Licences and crew member certificates are only accepted on scheduled air services. In Germany they are not accepted in case of land transportation or any other means of transportation.
- 3.24.1 Crew members may have their licences and crew member certificates recognized in lieu of passports.
- 3.25 Crew member licences and crew member certificates are accepted as travel documents only on scheduled air services. They are not accepted in relation to surface transportation or for any other form of travel in Germany.
- 3.25.1* Crew members may have their licences and crew member certificates recognized in lieu of passports.
- 3.39 German authorities reserve the right to impose punitive sanctions on operators (usually by fine) if German regulations in relation to this Standard are violated.
- 3.40
- 3.41
- 3.43* The German authorities reserve the right to make operators legally responsible for costs (e.g. costs for a necessary detention) that arise within the period of time between the arrival of the foreigner at the border crossing point and the final decision about their entry. Improper documents or the expertise of the operator are irrelevant in this case.
- 3.51 The German authorities reserve the right to order operators to transport away from the German territory passengers that were improperly documented and have not been rejected when entering the country because they referred to political persecution. The duty of re-transportation exists for the period of three years after entry if a legal residence permit has not been granted before.

* Recommended Practice

CHAPTER 4

- 4.11* Unaccompanied baggage is regarded as freight and requires the accompaniment of a transport letter.
- 4.15.1* European Community and national legislations in force are not in line with the provisions of this Recommended Practice.
- 4.20 A commercial invoice alone does not generally contain sufficient information and does not therefore constitute a full declaration.
- 4.21* The commercial invoice and any certificate of origin are required to be produced separately.
- 4.25* European Community customs and fiscal legislation provide for admission free from customs duties and taxes of the following categories of goods within the value limits shown:
- small consignments of a total value not exceeding 115 DM per consignment of a non-commercial type;
 - consignment of goods sent directly from a third country to an addressee in the Community the value of which cannot exceed 50 DM per consignment as regards the exemption from customs duties and 50 DM as regards the exemption from value added tax.
- 4.29.1* While customs release is carried out as quickly as possible, customs authorities are not always the only authorities involved in the clearance procedure. Therefore, they cannot undertake that all general cargo will be released within four hours. Furthermore, recent studies indicate that many delays are due to the importers themselves.
- 4.41 European Community customs legislation provides that such documents as the commercial invoice and, as the case may be, the certificate of origin are required separately.
- 4.48* European Community customs legislation allows for its Member States to grant relief for ground and security equipment, mentioned in Recommended Practice 4.48, only on the basis of reciprocity with countries that are Contracting Parties to the Convention on International Civil Aviation (Chicago 1944).
- 4.49* Not all equipment referred to in this Recommended Practice is admitted free of customs duties.
- 4.50* European Community customs legislation does not provide for duty free admission of all airline and operators' documents covered by this Recommended Practice.
- 4.57 Unaccompanied baggage, regarded as freight, is physically handled in areas which are different from those
Note b) & c) areas reserved for accompanied baggage.

CHAPTER 5

- 5.1 Only passengers and flight crew members who make more than one intermediate stop in the territory of
5.2 Germany, or leave the transit area of the airport, or, in the course of their transit journey are transferred to a neighbouring airport, would undergo examination.

* Recommended Practice

- 5.4 Customs may require a document including the identity of a package in transit, identity of the aircraft which brought it, the nature, gross mass (weight) and place of loading of the cargo.
- 5.4.1 Only passengers and flight crew members who make more than one intermediate stop in the territory of Germany, or leave the transit area of the airport, or, in the course of their transit journey are transferred to a neighbouring airport, would undergo examination.
- 5.5 European Community customs legislation requires that goods brought into the customs territory of the Community shall be subject to checking by the customs authority.
- 5.8* In the European Community in the case of transfer flights, hand baggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international Conventions in force.
- 5.9* Only passengers and flight crew members who make more than one intermediate stop in the territory of Germany, or leave the transit area of the airport, or, in the course of their transit journey are transferred to a neighbouring airport, would undergo examination.

CHAPTER 6

- 6.5* European Community customs law states that duties and other taxes may be paid either in cash or by a guaranteed and certified bank cheque. There is no provision for payment by credit card.
- 6.16* While customs clearance is expedited as far as possible, customs administrations cannot undertake to clear all embarking passengers of a flight, not requiring more than a normal inspection, within 60 minutes from the time they are presented at the first processing point of an international airport.
- 6.29* While, in practice, customs clearance is given as soon as possible and in most cases within the time allowed by this measure, the customs administrations cannot accept the constraint stipulated in 6.29
- 6.32.1 The German airport authorities may be unable to provide assistance during peak operational hours to passengers in order that they transfer their baggage on arrival to other modes of transport. The costs involved in ensuring this process would be unconscionable.
- 6.39* Duty-free goods are sold for export only and therefore duty-free shops have to be established at specified places.
- 6.51* When airport capacity is limited, off-airport bonded warehouses (transit sheds) are allowed only when the resources to carry out customs clearance procedures are available.

CHAPTER 8

- 8.19 Germany does not intend to establish any national or airport facilitation committees.

* Recommended Practice

CHAPTER 2

- 2.5 The General Declaration is required to be presented, although the withdrawal of this requirement is being considered. In order to facilitate the operator's task, the General Declaration for scheduled and charter flights may be presented to the authorities after the arrival or departure of the flight, provided this is done on the same day.
- 2.5.1 The pilot-in-command's full name must be inserted in the appropriate section of the General Declaration.
- 2.6
- 2.7 Implemented only for scheduled and European Union flights (both scheduled and non-scheduled).
- 2.8 A Cargo Manifest is required.
- 2.9.1* Information concerning the nature of goods must be provided in the Cargo Manifest.
- 2.23 Penalties are imposed very seldom and only in special cases.
- 2.46* In special instances, commercial international flights are operated direct to domestic airports. Generally, Greek law requires that all aircraft that enter or depart from Greece do so at designated international airports.

CHAPTER 3

- 3.8.3 The validity of the entrance visas for visitors depends on the specific case for which such a visa is required.
- 3.9* An Embarkation/Disembarkation Card is required, except for European Union citizens, but the format of the card includes only four questions (i.e. name, date of birth, nationality and country of destination or permanent residence).
- 3.10
- 3.13.1 Only passengers who are subject to entrance visa requirements and who wish to make a stopover of up to 48 hours in Greece would have their passports withheld. Such passengers are provided with a special document (town visit card) which is exchanged for the passport on their departure.
- 3.23.1* Not implemented but the format, shown in Appendix 7, is used.
- 3.24 This Standard is applied only to nationals of countries who reciprocate the courtesy to Greek nationals.
- 3.25 Crew members entering Greece by any means other than air transportation should hold a valid passport.
- 3.36 An airport tax is levied on all departing passengers and the carrier is responsible for the payment. Also, the carrier is authorized to collect this charge from the passengers.
- 3.43* Not implemented.

CHAPTER 4

- 4.15 This Standard is implemented in practice, although such implementation is not provided for by legislation.
- 4.16

* Recommended Practice

- 4.20 The commercial invoice is not considered the basic document for the accomplishment of customs formalities.
- 4.21* Commercial invoice and certificate of origin are required in two separate forms.
- 4.25* Not implemented.
- 4.32 This Standard is practically implemented although there is no covering legislation.
- 4.49* Only some items specified are admitted duty free.

CHAPTER 5

- 5.11* This Recommended Practice has not yet been implemented.
- 5.12*

CHAPTER 6

- 6.5* Not implemented.
- 6.64* There are no facilities in Greece.

CHAPTER 8

- 8.4 This Standard is implemented, although its implementation is not provided for by legislation.
- 8.5
- 8.6
-

* Recommended Practice

CHAPTER 2

- 2.5 Presentation of a General Declaration is required.
2.5.2
- 2.5.4 The General Declaration is required to be stamped by Customs and Immigration Authorities for the purpose of clearance of outbound flights.
- 2.6 The names of the crew members in full with their nationality are required on the General Declaration.
- 2.7 The presentation of a Passenger Manifest is required. The format of the Passenger Manifest is slightly different from Appendix 2.
- 2.9.1* Information concerning nature of goods in the Cargo Manifest is required.
- 2.24* The existing rules require disinsecting of cabins and flight decks of all incomings aircraft with an aerosol while passengers and crew are on board. Exemption can be given only in cases where the pilot-in-command of the aircraft certifies that neither the aircraft nor any of the passengers/crew visited a yellow fever area during the previous six days.
- 2.25 Only blocks away method of disinsection is acceptable.
- 2.36 Due to reasons of flight safety, permission of DGCA is required for such flights and for that purpose an
2.37 application in prescribed pro forma is to be submitted at least three working days in advance. The pro
2.40 forma is available in the GEN Section of AIP-India where the detailed procedure for flight clearance is also given.
- 2.41 Applications are required to be made in the prescribed pro forma at least seven working days before the day
2.42* of the flight. Pro forma can be seen in the GEN Section of AIP-India where the detailed procedure for flight clearance is also given.

CHAPTER 3

- 3.7* Entrance visas are required for all visitors except persons of Indian origin (PIO's) who are in possession of PIO cards.
- 3.8 Generally fees are charged for grant of visas.
- 3.8.2 Personal visit at a consulate may be required.
- 3.8.3 Visas and transit visas are normally valid for a single journey unless otherwise specified. However, tourists are granted visas for three journeys valid for three to six months' stay in India.
- 3.8.6* Resident aliens require visas for re-entry. This requirement may be met in some cases by issuance of a multi-entry visa.
- 3.10 Separate Embarkation/Disembarkation Cards are required. The format of these cards differs from Appendix 5.

* Recommended Practice

- 3.11 Persons coming within six days of leaving of a yellow fever-infected area are required to carry with them a certificate of vaccination or revaccination as prescribed by WHO.
- 3.14.2* Implementation of this provision will have to wait until the time machine readable passports are issued as a general practice around the world.
- 3.16 The right to demand a written declaration under certain special circumstances is reserved.
- 3.20 Clearance of mishandled baggage is to be done by passengers themselves.
- 3.24.1 The privilege of temporary admission is extended to crew members of an aircraft operated for remuneration or hire but not engaged in scheduled international air services provided the airline is also operating scheduled international air services to India.
- 3.25.1*
- 3.28* Visa is required for the category of personnel mentioned in these paragraphs.
- 3.31*
- 3.34 Presentation of baggage of departing passengers may be required for inspection by customs on a sampling and selective basis.
- 3.36 Operators are liable to be held responsible under Indian law.
- 3.40.1* The practice of MOUs as mentioned in these paragraphs has not yet been adopted in India.
- 3.40.2*

CHAPTER 4

- 4.11* Presentation of individual documents is required.
- 4.15 Physical examination is carried out on a sampling and selective basis.
- 4.25* Bonafide gifts and trade samples up to a value of Rs. 5,000/- are allowed to be imported free of duty. In other cases, customs duty will always be payable unless otherwise exempted.
- 4.27 Provisional clearance is permitted in limited cases only as per Section 18 of the Customs Act, 1962.
- 4.29 Besides appropriate narcotics control measures, the arrangements are subject to anti-smuggling measures also.
- 4.48* Duty free entry of ground equipment and security equipment is not permitted.
- 4.49* The material listed in the note is liable to import duty except in the case of charts.
- 4.50* Duty free admittance of airlines documents is not possible. However, printed matter in book form, charts and maps, topographical plans and technical drawings are exempted from duty.
- 4.55 Re-forwarding will be subject to examination on its merits.

* Recommended Practice

CHAPTER 5

- 5.2 The passengers will have to remain either in the aircraft or inside the direct transit area. A manifest for passengers and cargo in direct transit shall have to be filed indicating all details similar to those for disembarking passengers and unloaded cargo.
- 5.4 When the traffic is transferred from one flight to another, the documents required by Customs Authorities are to be furnished and such transfer is to be effected under customs supervision.
-

CHAPTER 2

- 2.9 Community legislation provides that documents relating to cargo should contain, in certain circumstances, the indication of gross weight of each consignment.
- 2.9.1* Community legislation requires that the gross weight and the nature of goods be shown on the documents presented to Customs.

CHAPTER 3

- 3.18* In the European Community in the case of transfer of flights, hand luggage is checked at the first Community airport, while registered luggage is checked at the airport of destination in conformity with international Conventions in force.
- 3.45 The documentation provided to an operator in these circumstances differs from the format suggested. A notice issues to the operator which names the individuals refused admission and gives their nationality, route of arrival and proposed route of return. An envelope containing travel documents and setting out basic details regarding the passenger is offered to the flight captain. Details regarding escorts are provided. Existing arrangements are found to satisfy current needs in this area.
- 3.45.1* The notice provided in these circumstances is generally provided orally (in advance) and may not include all of the items listed under 3.45.1. Existing arrangements are found to satisfy current needs in this area.
- 3.52 The notice provided in these circumstances is generally provided orally (in advance) and may not include all of the items listed under 3.52 unless specifically requested by the operator. Existing arrangements are found to satisfy current needs in this area.

CHAPTER 4

- 4.11* Unaccompanied baggage is shipped as cargo and as such is covered by a transport document. The use of individual documents is required.
- 4.15.1* European Community legislation in force is not in line with the provisions of this RP.
- 4.20 A commercial invoice alone does not generally contain sufficient information and does not therefore constitute a full declaration.
- 4.21* The commercial invoice and, as the case may be, the certificate of origin are required separately.
- 4.25* European Community customs and fiscal legislation provide for free admission from customs duties and taxes of the following categories of goods within the value limits shown opposite each one of them.
- small consignments without commercial character of a total value not exceeding 45 ECUs per consignment;
 - consignments of goods sent directly from a third country to an addressee in the Community the value of which cannot exceed 22 ECUs per consignment concerning the exemption from customs duties and 10 to 22 ECUs concerning the exemption from value added tax;
 - goods entering in the accounts amounts of customs duty of less than 10 ECUs.

*Recommended Practice

- 4.29.1* While Customs release the goods as quickly as possible, customs authorities are not always the only authorities involved in the clearance procedure. Therefore, they cannot undertake to release all general cargo within four hours. Furthermore recent studies indicate that many delays are due to the importers themselves.
- 4.45* European Community customs legislation provides that documents such as the commercial invoice and, as the case may be, the certificate of origin be presented separately.
- 4.48* European Community customs legislation allows for its Member States to grant relief for ground and security equipment, mentioned in RP 4.48, only on the basis of reciprocity with countries that are Contracting Parties to the Convention on International Civil Aviation (Chicago 1944).
- 4.49* Not all the items of equipment referred to in this RP are admitted duty free.
- 4.50* European Community customs legislation does not provide for duty free admission to all airline and operators' documents covered by this RP.
- 4.57
Note b) & c) Unaccompanied baggage is regarded as cargo and is removed for examination to premises devoted entirely to cargo, which are different from those devoted to passengers.

CHAPTER 5

- 5.4 Customs may require a document indicating the identity of a package in transit, the identity of the aircraft which brought it, the nature, the gross weight and place of loading of the cargo.
- 5.5 European Community legislation requires that goods brought into the customs territory of the Community shall be subject to supervision by the customs authority.
- 5.8* In the European Community in the case of transfer flights, hand luggage is checked at the first Community Airport while registered luggage is checked at the airport of destination, in conformity with international Conventions in force.
- 5.12* Regulations, detailed or otherwise, are not published as to the types of operations which may or may not be performed. However, promotional literature is published in respect of the above.

CHAPTER 6

- 6.5* The accepted method of payment is by secured cash or by F.A.C.T. (Flexible Accounting of Cash Transactions) of Deferred payment.
- 6.16* While customs clearance is expedited as far as possible, customs administrations cannot undertake to clear all embarking passengers of a flight, not requiring more than a normal inspection, within 60 minutes from the time they are presented at the first processing point of an international airport.
- 6.29* While customs clearance is expedited as far as possible, customs administrations cannot undertake to clear all disembarking passengers of a flight within 45 minutes.
- 6.39* Duty-free sales are considered to be sales accomplishing the fictitious exportation of goods and as such, duty-free shops have to be established at specified points.

* Recommended Practice

- 6.46* Mail's facility closed as no longer suitable.
- 6.51* Off-airport bonded warehouses are allowed when airport capacity is limited and only when customs resources are available and necessary transit formalities are respected.
- 6.52* Mail's facility closed as no longer suitable.
-

* Recommended Practice

CHAPTER 2

- 2.5 Presentation of a General Declaration is required.
- 2.6 Specification of the names of crew members is required.
- 2.8 A detailed Cargo Manifest is required.

CHAPTER 3

- 3.5.6* In case of a lost passport, the fee is doubled.
- 3.5.7* In case the accompanying adult leaves alone, the child staying behind must have a separate travel document.
- 3.8 Visas are issued without charge on a reciprocal basis only.
- 3.8.2 A personal appearance at a consulate is required.
- 3.8.3 The period of validity of a visa is determined solely by the appropriate authorities.
- 3.8.6* Entrance visas for re-entry by resident aliens are required.
- 3.9* In accordance with Article 26A of the International Sanitary Regulations, a temporary visitor could be
3.10 required to provide the authorities with a destination address in writing.
- 3.29* A crew member certificate is accepted only when the crew member is carried as such on the General Declaration.
- 3.46 A person found inadmissible shall be removed only to the point where he commenced his journey.

CHAPTER 4

- 4.18 Cargo manifest and entry are required also for goods free of tax and duties.
- 4.30* Clearance is done as soon as possible but not simultaneously.
- 4.43 If imported stores are liable to be charged import duties, they remain the liability of the operator until taken out of Israel.
- 4.57 Unaccompanied baggage cannot receive the same treatment as accompanied baggage, if it is not collected by the passenger and cleared in the passenger customs hall at the international terminal building.

* Recommended Practice

CHAPTER 2

- 2.5 Presentation of a General Declaration is required.
- 2.5.1 Names and nationalities of the flight crew shall be entered in the flight crew column in the General Declaration.
- 2.6
- 2.7 Presentation of a Passenger Manifest is required.
- 2.16
- 2.46* No such action as described in this provision will be taken.

CHAPTER 3

- 3.3 In cases where an application is made for a stay exceeding 90 days, other documents may be required.
- 3.8.4* For cases where a temporary visitor does not possess a valid entry visa, permission for entry shall be determined by judging each particular case.
- 3.8.6* Resident aliens shall not be required a visa for re-entry only in a case where they have received a re-entry permit.
- 3.8.7* From January 1998, some Japanese embassies and consulates are scheduled to begin issuing machine readable visas on an experimental basis while other embassies and legations will continue to issue visas in the present form. Due to budgetary considerations, when the introduction of machine readable visas by those embassies and legations can be realized is still undecided.
- Further, the format of visas presently issued has differences in the visual zone from that of the MRV prescribed in the ICAO Doc. Although the Japanese Government is considering the amendment of the format of visas to conform to MRV format, the date by which the amendment can be realized is unfixed due to budgetary and other factors.
- 3.9* Presentation of Embarkation and Disembarkation Cards, which have different entry issues and formats from those set forth in Appendix 5 of Annex 9, is required.
- 3.10
- 3.10.2 A portion of Embarkation and Disembarkation Cards used by airline operators is provided at no charge.
- 3.14.2* Arrangements necessary for the implementation of the system described in this provision has not been developed.
- 3.25 The same procedures as applied to passengers of general nature shall be applied.
- 3.25.1*
- 3.31* Temporary admission could not be given in cases where flight operations and cabin safety inspectors of foreign states do not have a valid inspector's certificate or passport.
- 3.33 Japanese and foreign nationals are required to present Embarkation Cards in addition to a passport when departing from Japan.

* Recommended Practice

- 3.38.2* The operator shall bear the responsibility and obligation for the custody and care of passengers and crew until final decision has been made concerning their admissibility into Japan.
- 3.41.1* There are no grounds for the mitigation of fines or penalties under the Japanese legal system.
- 3.42 There is no authority for compulsorily seizing falsified or counterfeit passports, visas or other travel documents, except for the cases where such fraudulent documents are voluntarily surrendered.
- 3.43* Regardless of whether the operator is in error or not, the operator shall bear the responsibility and expenses of removal of inadmissible persons.
- 3.44 The removal of a person found inadmissible shall be carried out under the responsibility and by the expense of the operator. The provision which requires the consultation with the operator concerning the possibility of departure cannot be followed.
- 3.45.1* Because of the growing number of inadmissible persons to be removed, giving notification concerning all such persons will be difficult.
- 3.46.1 The operator shall bear the responsibility and the cost of returning a person refused entry into Japan. Moreover, in cases where the person declared inadmissible offers resistance to his/her departure, the operator shall bear the responsibility and the expense of ensuring the security of the return flight.
- 3.47 Since travel documents should be in the possession of the passenger himself/herself, travel documents are not confiscated and entrusted to the operator.
- 3.49 Should a passenger not have a valid passport, disembarkation cannot, in principle, even be considered for the case described in this provision. Further, in the case where another suitable country that will accept the person who has been refused admission into Japan cannot be found, that person may be sent back to the point of departure directly prior to coming to Japan, regardless of whether admission into that country has been provisionally granted or not; the cost and responsibility of the return shall be borne by the operator.
- 3.49.1 Should a passenger not have a valid passport, admission cannot, in principle, be considered.
- 3.50 A covering letter issued by another Contracting State shall not be recognized as a valid transit document.
- 3.51 In cases involving a foreign national who is deported after entry into the country — if the operator was clearly cognizant, while transporting the person, of the facts or circumstances that are the reasons for the deportation, the operator must fulfil its obligation to return the said person even after he/she received permission to enter the country.
- 3.52 Because of the growing number of deportees, providing notification concerning all such persons is impracticable, except for such cases where the security of the return flight may be in jeopardy or other such cases.
- 3.53

CHAPTER 5

- 5.8* A passport, visa and Embarkation and Disembarkation Card are required of passengers being transferred to another airport by domestic flight or other domestic transport means.
- 5.9*

* Recommended Practice

CHAPTER 6

- 6.64* Arrangements necessary for the implementation of the system described by this provision have not been developed.

CHAPTER 8

- 8.3.1 For entry, there may be cases where a visa and various explanatory materials are required.
- 8.3.2* There are no provisions in Japanese laws and regulations for issuing visas to passengers on arrival. Moreover, in cases where personnel do not possess visas even though they carry an order of mission from the Japanese Government, such personnel shall be required to pass through, as long as they do not have a visa exemption, prescribed procedures, including offering separate explanation of the necessity and urgency of entry, in order to receive an entry permit.
-

* Recommended Practice

CHAPTER 2

- 2.5 The presentation of the General Declaration is required.
- 2.6 Full names of crew members are required to be entered on the General Declaration.
- 2.9 Nature of goods required.
- 2.32 Prior permission required.

CHAPTER 3

- 3.7* Passports and visas: nationals of all countries are permitted entry into Jordan provided they hold a valid passport with an entry visa.
- 3.8 Ordinary entrance visa is granted to non-tourists at Jordan consulates abroad.

Note.—

- a) *Citizens holding Palestinian documents and citizens of the following countries are required to obtain prior approval from Ministry of Interior, Jordan through Jordanian embassies in their respective States:*

Afghanistan, Albania, Algeria, Angola, Bahamas, Bangladesh, Barbados, Belize, Bosnia and Herzegovina, Botswana, Burkina Faso, Burma, Burundi, Cambodia, Cameroon, Chad, Comoros, Congo, Croatia, Cuba, Djibouti, Ethiopia, Gabon, Gambia, Ghana, Guinea, India, Iran, Ivory Coast, Kenya, Lebanon, Lesotho, Liberia, Madagascar, Malawi, Maldives, Mali, Mauritania, Mongolia, Morocco, Mozambique, Nepal, Nigeria, North Korea, Pakistan, Philippines, Poland, Republic of China, Romania, Rwanda, Senegal, Seychelles, Sierra Leone, Slovenia, Somalia, Sri Lanka, Sudan, Tanzania, Thailand, Togo, Trinidad and Tobago, Tunisia, Uganda, Vietnam, Yugoslavia, Zaire, Zambia, Zimbabwe, East European and Countries which were forming the previous USSR (except Azerbaijan, Czech Republic, Hungary and Slovakia).

- b) *Citizens of the following States can obtain visas either from Jordanian embassies in their States or upon entry to Jordan:*

Argentina, Australia, Austria, Azerbaijan, Belgium, Bolivia, Brazil, Brunei, Canada, Chile, Comoros, Costa Rica, Cyprus, Czech Republic, Denmark, Dominican Republic, Ecuador, El Salvador, Fiji, Finland, France, Germany, Greece, Grenada, Guatemala, Haiti, Honduras, Hong Kong, Hungary, Iceland, Indonesia, Ireland, Italy, Japan, Libya, Luxembourg, Malaysia, Mexico, Netherlands, New Zealand, Nicaragua, Norway, Panama, Paraguay, Peru, Portugal, Singapore, Slovakia, South Korea, South Africa, Spain, Suriname, Sweden, Switzerland, Taiwan, Turkey, U.S.A., United Kingdom, Uruguay, Vatican, Venezuela.

- 3.9* Embarkation/disembarkation cards are required. Cards contain additional items.
- 3.10 Embarkation/disembarkation cards are required. Cards contain additional items. Passports and visas required.
- 3.23 Passports and visas required in this case.

* Recommended Practice

CHAPTER 2

- 2.5 A General Declaration is required.
- 2.5.1 The General Declaration conforms to format specifications with the exception of our requirement for the Cargo Manifest to be attached.
- 2.5.2 Passenger Manifests are required for persons travelling by air.
- 2.6 The names and positions of the crew members are required.
- 2.7 Passenger Manifests are required.
- 2.24* As evidence that effective disinfecting has been carried out manually, used aerosol spray containers or any equivalent system should be suitably stored in aircraft and produced on arrival together with the recorded General Declaration.

CHAPTER 3

- 3.1 Passenger Manifests are required for persons travelling by air.
- 3.5.7* Children aged 15 years and under do not require separate passports when accompanied by a parent provided particulars of the children are included in the passport of the accompanying parent. Children aged over 15 years are required to have separate passports.
- 3.7* Visa requirements have been relaxed for bona fide tourists visiting Malaysia for seven days for certain nationals. But such visitors should be in possession of firm return or onward booking before commencing the journey and no extension beyond the seven days will be given. When intending a stay of more than seven days in Malaysia they must obtain visas before proceeding to Malaysia. A personal appearance at the consulate for the issuance of the visa is necessary.
- 3.8.3 Unacceptable. Visas are normally issued for single entry within three months. Multiple entries and longer validity will be considered in exceptional cases.
- 3.8.6* In Malaysia, a resident alien requires Re-entry Permit and Re-entry Visa for return to Malaysia. A citizen of the Commonwealth resident in Malaysia requires a Re-entry Permit to return to Malaysia.
- 3.10 The requirement of Disembarkation Cards is statutory. Particulars additional to those in the format set forth in Appendix 5 are required, viz. flight number, intended address during stay and purpose of entry.
- 3.14 In Malaysia, Identity Documents (Passports) are examined by both Police and Immigration Officials at times of entry.
- 3.24 A flight crew member is required to present his Identity Document, i.e. Passport, and obtain a Landing Pass, if he wishes to leave the precincts of the airport.
- 3.25 A flight crew member travelling as a passenger by any means of transportation in order to join an aircraft, requires Identity Documents, i.e. Passports, and Visas, where required unless arriving by air to join another aircraft and, without leaving the precincts of the airport.

* Recommended Practice

- 3.26* Ground and flight personnel of foreign airlines performing supervisory and technical duties based in Malaysia require a Work Permit/Employment Permit before arrival.
- 3.34 Not acceptable.

CHAPTER 4

- 4.11* Individual documents are required.
- 4.25* Duty is waived only if the goods qualify for exemption.
- 4.26 Documentation is required.
- 4.57.1 Unaccompanied baggage is treated as cargo; when collected by a passenger personally, an oral declaration is acceptable.
-

* Recommended Practice

CHAPTER 3

- 3.41.1* Article 132 of the General Population Law and Article 65 of its internal regulations provide for a penalty of up to 5 000 pesos for airlines carrying foreigners without valid immigration documentation, in addition to imposing on them a series of obligations for the crew members and passengers.
- 3.43* In this case, in Article 52 of the Civil Aviation Law, our country makes either the franchisee or the licensee responsible for the costs related to the passengers who have not been admitted into the country of destination.
- 3.47 The word “devuelve” [transferred back/return] is not consistent with the terminology used in the document. In any case, the word “transferido” or “trasladado” [transfer] should be used.
- 3.50 It is recommended that reference be made to the travel documents, without indicating that these are fraudulent, falsified or counterfeit since the offences or fraud or falsification have not been duly determined.
- 3.51 In this paragraph, we consider it useful for it to be indicated that the operator shall be notified by the authorities of the State which declared the person inadmissible in principle that the person has been legally admitted.
-

* Recommended Practice

CHAPTER 2

2.9 European Community legislation requires that documents relating to cargo should contain, in certain circumstances, the indication of gross weight of each consignment.

2.9.1* European Community legislation requires that the gross weight and the nature of goods are shown in the documents presented to Customs.

CHAPTER 3

3.8 Issuing visas without a charge is not an obligatory practice in the Kingdom of the Netherlands.

3.8.2 The applicant for a visa may be called upon to appear personally before the issuing authorities.

3.8.3 The principle of making visas valid for more than one journey regardless of the number of entries is acceptable only on condition that it can be waived for reasons of public order, national security or the Kingdom of the Netherlands policy with regard to aliens.

3.18* In the European Community in the case of transfer flights, hand luggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international conventions in force.

Passengers arriving in the Netherlands from outside the area formed by the States adhering to the Schengen Agreement, with the Netherlands or one of the other Schengen States as their final destination, will in principle be cleared in the Netherlands for entry into the Schengen area.

3.23.1* The Crew Member Certificate (CMC) issued by the Netherlands authorities and presently in use does not fully comply with ICAO specifications. It is anticipated that the Netherlands will be able to issue a CMC in accordance with the specifications of Doc 9303 in the course of 1998.

3.24 Implementation on the condition of reciprocity.

3.24.1

3.25

3.25.1*

3.29* The certificate for flight operations and cabin safety inspectors containing the material set forth in Appendix 8 to this Annex is still being developed and cannot yet be issued.

3.31* Implementation on the condition of reciprocity.

3.53 The Kingdom of the Netherlands considers that informing the public authorities of transit and destination countries of a deportee from the Kingdom would be tantamount to extradition. As such, information of deportation is not transmitted to transit and destination countries.

3.54 The Kingdom of the Netherlands firmly supports this Standard. However, there may be exceptional circumstances under which the 30-day time limit cannot be met. In those cases the requesting State will receive a written notice concerning the delay, mentioning the reasons for the delay.

3.55 Under the Netherlands' Passport Act, the signing of an application for a travel document is obligatory at all times.

* Recommended Practice

CHAPTER 4

- 4.11* Unaccompanied baggage is shipped as cargo and should as such be covered by a transport document. The use of individual documents is required.
- 4.15.1* European Community and national legislation in force are not in line with the provisions of this Recommended Practice.
- 4.20 A commercial invoice does not generally contain sufficient information and does therefore not constitute a full declaration.
- 4.21* The commercial invoice and, as the case may be, the certificate of origin must be presented separately.
- 4.25* European Community customs and fiscal legislation provide for admission free from customs duties and taxes of the following categories of goods within the value limits shown opposite each one of them:
- small consignments of a total value not exceeding 45 ECUs per consignment without commercial character; and
 - consignments of goods sent directly from a third country to an addressee in the European Community the value of which cannot exceed 22 ECUs per consignment as far as the exemption from customs duties is concerned and 10 to 22 ECUs as far as the exemption of value added tax is concerned.
- 4.29.1* While release of general cargo consignments is carried out by customs as quickly as possible, these could be subject to clearance by different agencies. Therefore, Customs authorities cannot undertake that all general cargo will be released within four hours.
- 4.45* European Community customs legislation requires that documents as the commercial invoice and, as the case may be, the certificate of origin must be presented separately.
- 4.48* European Community customs legislation allows for its Member States to grant relief for ground and security equipment, mentioned in this Recommended Practice, only on the basis of reciprocity with countries that are Contracting Parties to the Convention on International Civil Aviation (Chicago 1944).
- 4.49* Not all items of equipment referred to in this Recommended Practice are admitted duty free.
- 4.50* European Community customs legislation does not provide for duty free admission of all airline and operators' documents covered by this Recommended Practice.
- 4.57 Unaccompanied baggage is regarded as cargo and is removed for examination to premises exclusively allocated for freight-handling.
Note b) and c)

CHAPTER 5

- 5.4 Customs may require the production of a document in which the identification of the goods and the aircraft as well as the gross weight, nature and place of loading of the goods are mentioned.

* Recommended Practice

Passengers arriving in the Netherlands from outside the States adhering to the Schengen Agreement will in principle be cleared in the Netherlands for entry into the Schengen area (see difference filed concerning RP 3.18).

In addition to the latter, passengers referred to in this Standard, depending on their nationality to be determined by the Netherlands' immigration authorities, may be required to hold a valid airport transit visa.

5.5 European Community legislation requires that goods brought into the customs territory of the Community be subject to checking by customs authorities.

5.8* In the European Community in the case of transfer flights, hand luggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international conventions in force.

CHAPTER 6

6.5* Customs legislation requires that duties and other taxes be paid either in cash or by guaranteed and certified bank cheque.

6.16* While customs clearance is expedited as far as possible, customs authorities cannot undertake to clear all embarking passengers of a flight, not requiring more than a normal inspection, within 60 minutes from the time they are presenting themselves at the first processing point of an international airport.

6.29* While customs clearance is expedited as far as possible, customs authorities cannot undertake to clear all disembarking passengers of a flight within 45 minutes.

6.39* Duty-free sales are considered to be sales accomplishing the fictitious exportation of goods and as such, duty-free shops have to be established at specific points.

6.51* Off-airport bonded warehouses are allowed when airport capacity is limited and only where customs resources are available and necessary transit formalities are respected.

* Recommended Practice

CHAPTER 3

- 3.8.6* Visas for re-entry are required for resident aliens.
- 3.9* New Zealand requires entry and departure cards for all passengers entering and leaving New Zealand.
- 3.16 A written baggage declaration is required from passengers and crew.
- 3.25 Crew members travelling as passengers require passports.
- 3.25.1*

CHAPTER 4

- 4.33 Some cargo of interest to the Ministry of Agriculture and Forestry requires quarantine clearance at the airport of arrival.
- 4.43 Not acceptable. Under New Zealand Customs law ownership of the goods may not be clearly established and may be subject to dispute between two or more parties concerned. In these circumstances a claim may then be made on the original importer.
- 4.48* Not acceptable. A number of concessions exist and there is provision for individual goods or types of goods to be given concessional entry, each case being judged on its merits. No overall concessions exist for this situation or are envisaged to cover broad groupings of items imported under these circumstances.
- 4.49*
- 4.53 Unacceptable to New Zealand. Duty and taxes will be levied on appropriate items.
- 4.57 Not acceptable. Unaccompanied baggage is treated as cargo under normal tariff and customs obligations.

CHAPTER 5

- 5.4.1 Those who do not otherwise qualify for visa-free entry are required to obtain visas.

* Recommended Practice

CHAPTER 1

- 3.8 There is a fee charged for the issuance of a visa for Norway.
- 3.8.3 Entrance visas for temporary visitors are normally issued for one trip only and each stay limited to three months.
- 3.9* Upon entering the Inter-Nordic passport control area, comprising Denmark, Finland, Iceland, Norway and Sweden, temporary visitors holding entrance visas are, irrespective of means of transportation, required to complete a special Embarkation/Disembarkation Card which differs slightly from the ICAO format. (For the vast majority of travellers, visas, and consequently Embarkation/Disembarkation Cards, are not required.)
- 3.10
- 3.10.1
- 3.41 This Standard is not in line with Norwegian Immigration legislation. Regardless of precautions taken by the operator, the operator is, according to the Immigration Act, obliged to take the foreign national on board again or otherwise to take the foreign national out of the realm or to cover any expenses incurred by the public purse in connection with the conducting of the foreign national out of the realm.
- 3.41.1* This Recommended Practice is not in line with Norwegian Immigration legislation. According to the Immigration Act the operator is liable for any expenses incurred by the public purse in connection with the conduct of a foreign national who has been rejected, out of the realm. The operator is not only responsible for these expenses on grounds of the foreigner being improperly documented.
- Regardless of precautions taken by the operator, the operator is, according to the Immigration Act, obliged to take the foreign national on board again or otherwise to take the foreign national out of the realm or to cover any expenses incurred by the public purse in connection with the conducting of the foreign national out of the realm.
- 3.43* This Recommended Practice is not in line with Norwegian Immigration legislation. According to this legislation there are no exemptions from the operator's liability for expenses due to document problems beyond the expertise of the operator or for reasons other than improper documents.
- Regardless of precautions taken by the operator, the operator is, according to the Immigration Act, obliged to take the foreign national on board again or otherwise to take the foreign national out of the realm or to cover any expenses incurred by the public purse in connection with the conducting of the foreign national out of the realm.

CHAPTER 8

- 8.17 A separate national facilitation programme is not established. However, all necessary information is
- 8.18 available from each individual agency with responsibilities in this matter.

* Recommended Practice

CHAPTER 2

- 2.5 A General Declaration is required.
- 2.7.1* A Passenger Manifest is required.
- 2.9 A Cargo Manifest is required.
- 2.13 Four copies of the General Declaration, six copies of the Passenger Manifest and four copies of the Cargo Manifest are required.
- 2.16 Five copies of the General Declaration, six copies of the Passenger Manifest and four copies of the Cargo Manifest are required.
- 2.19* Documents accepted in English or Arabic only.
- 2.37 Seventy-two hours' notice is required for all non-scheduled international flights and is subject to approval from DGCAM.

CHAPTER 3

- 3.7* Visas required for all foreign nationals (see exceptions on page GEN 1.3-1 para 1.1).
- 3.8 A charge is usually made for the issue of a visa.
- 3.8.3 Visas for temporary visitors normally valid for three months and one entry only.
- 3.23 No facilities exist.
- 3.25 A valid passport is the only document acceptable; all crew members must travel in uniform.
- 3.48 The operator of an aircraft may be fined, at the discretion of the immigration authorities, if he transports to the Sultanate of Oman any person not in possession of the requisite entry documents. Additionally, the operator will also be required to repatriate such persons at his own expense.

CHAPTER 6

- 6.37.1* Left luggage facilities available.

* Recommended Practice

CHAPTER 2

- 2.11 A written stores list of stores remaining on board the aircraft is required, which must be declared by the senior steward/hostess or pilot in command. In practice for aircraft arriving and departing from the same airport without proceeding to another airport in Papua New Guinea, such requirement may be waived by the Commissioner of Customs.
- 2.24* Papua New Guinea reserves the right to disinsect aircraft engaged in international flight at the first port of entry. In-flight disinsecting is acceptable on approval routes.
- 2.25

CHAPTER 3

- 3.7* Entrance visas are required with the following exceptions:
- a) passengers with tourist permits for nationals of the Melanesian Spearhead Group countries, ie: Solomon Islands, Vanuatu, New Caledonia and Fiji;
 - b) members of the armed forces travelling on duty; and
 - c) persons holding through air tickets to other countries unless they intend to break the journey in Papua New Guinea.
- 3.8 A charge is payable for the issue of entrance visas.
- 3.8.4* The Papua New Guinea Migration Act requires that resident aliens have re-entry permits.
- 3.10 The format of the entry and departure cards differ from the ICAO format.
- 3.12* Papua New Guinea reserves the right to medically examine any person arriving by air.
- 3.16 A completed questionnaire is required from disembarking passengers.
- 3.17.1 Papua New Guinea has implemented a modified dual-channel baggage system at Port Moresby airport.

CHAPTER 4

- 4.20 Papua New Guinea authorities require a declared invoice and a copy of the air waybill as basic documents.
- 4.22 Inclusion of a “value for customs purposes” will assist facilitation of clearance of goods.
- 4.40* Equipment may be loaned between airlines provided a security is lodged to ensure re-export within any stipulated period.
- 4.46 Acceptance is conditional upon:
- a) stores being consumed on the aircraft in the operation of international air services; stores if landed for use in Papua New Guinea would lose their identity as stores and be treated as goods imported; and
 - b) the country in which the aircraft is registered granting reciprocal concessions on stores to Papua New Guinea aircraft operating in that country.

* Recommended Practice

- 4.49* Mock-ups are subject to customs duty.
- 4.50* Papua New Guinea is unable to comply fully with these provisions as stationary imports are subject to customs duty.
- 4.51 Aircraft spares, security equipment such as detectors, and goods used in the maintenance and repair of aircraft are free of customs duty. There is no complete exemption from duty on all ground equipment.
- 4.52 Subject to reciprocity.
- 4.57 Unaccompanied baggage arriving by air is treated as cargo for the purposes of inward report of aircraft, but may be cleared under procedures other than formal entry. Personal and household effects which qualify as concessions when accompanied may not necessarily enjoy the same treatment when unaccompanied. Other goods are liable to normal customs duties.

CHAPTER 5

- 5.8* Not applied.
- 5.9*
- 5.11* No free airports or free zones have been established in Papua New Guinea.
- 5.12*
- 5.13 Warehouse facilities are available in the vicinity of some international airports.

CHAPTER 6

- 6.57 Papua New Guinea is not bound by the International Health Regulations. In practice the majority of the
- 6.58 articles are acceptable and are being implemented.

* Recommended Practice

CHAPTER 1

Free zone. The free zones, ports and warehouses are delimited spaces of the national territory where foreign goods may be brought in without the payment of import taxes. The free zones, ports and warehouses will be subject to customs control established by the law on their creation and regulations.

The free zones established in national territory will be under the control of the customs authority. Goods entering or departing from the free zones will be subject to customs control by virtue of the Customs Code and regulations.

Pilot-in-command. Comandante de la aeronave. The designation Comandante corresponds to the aircraft operator and is the aircraft operator's representative.

Paraguay's aeronautical authority (DINAC) uses the term Comandante de la aeronave in accordance with the Paraguayan Aeronautical Code.

CHAPTER 2

- 2.5 The presentation of the General Declaration is required. In accordance with Decision CA No. 14/99, the presentation of the General Declaration to the air traffic services reporting office (ARO) is required. For the moment, it is not possible to eliminate this requirement.
- 2.5.1 The presentation of the General Declaration upon entry and departure is required. In accordance with Decision CA No. 14/99, the presentation of the General Declaration upon entry/departure of aircraft for scheduled, non-scheduled and general aviation flights is required.
- 2.7 The presentation of the Passenger Manifest is required. In accordance with Decision CA No. 14/99, the presentation of the Passenger Manifest to the Operations Management and Safety Division is required. In accordance with Article 23 of the Customs Code, the presentation of the passenger list upon entry of the aircraft is required. For the moment, it is not possible to apply it.
- 2.8 The presentation of the Cargo Manifest is required. In accordance with Decision CA No. 14/99, the presentation of the Cargo Manifest to the Airport Operations Management is required. In accordance with Article 23 of the Customs Code, the Customs Authority requires the presentation of the Cargo Manifest upon entry and departure of the aircraft. For the moment, it is not possible to apply it.
- 2.9.1* Information concerning the nature of goods in the Cargo Manifest is required. Article 97 of the Aeronautical Code and Article 25 of the Customs Code Regulations require information about the nature of the cargo.
- 2.21 The requirement for a visa for the aircraft documentation for each flight to our national territory is declared mandatory. By virtue of Decree Law No. 46 of the Consular Duty, Article 4, Chapter II, Norm 10, Air Navigation, duties are charged for each visa for aircraft documentation.

CHAPTER 3

- 3.5.4* Passports are issued with a period of validity of three years. The National Police is the agency responsible for the issuance of passports which are not valid for more than three years. For the moment, it is not planned to extend this period.

* Recommended Practice

- 3.5.7* Each child under 16 years of age must have a separate passport from those of the parents or legal guardian. In accordance with the provisions, each passenger must possess a valid passport, including those under 16 years of age.
- 3.8.1* It is not yet possible to issue visas in machine readable form (Doc 9303, Part 2 - Machine Readable Visas). The probable implementation in the future of techniques to issue machine readable visas is presently being studied, under the responsibility of the Ministry of External Relations.
- 3.8.2 The appearance of persons applying for visas is mandatory, but in justified cases there may be an exception to this requirement provided that the application is signed by the applicant, the applicant's legal representatives or duly authorized third parties.
Articles 10 and 12 of Law No. 3713/99 which regulates the issuance of visas require the appearance of the applicant.
- 3.8.3 Entrance visas for temporary visitors are valid for up to 90 days.
In certain duly justified cases, the period may be extended up to 180 days; these circumstances must be expressly indicated.
Article 13 of Law No. 3713/99 which regulates the issuance of visas provides for a maximum period of validity of 180 days.
- 3.8.7* Entry clearances or visas are not issued in the format prescribed for the visual zone of visas (Doc 9303, Part 2).
The Immigration Authority issues a return certificate to authorize the return to the country of legal foreign residents.
- 3.9* The presentation of the Embarkation/Disembarkation (E/D) Card to the Immigration Authority is required. Immigration Law No. 978 provides for the use of the E/D immigration card, in addition to Decision DGM No. 104/99.
- 3.10 The presentation of the E/D Card which differs in part from the model in Appendix 5 to Annex 9 is required.
The E/D Card was implemented by Decision No. 104/99 of the Immigration Authority.
- 3.10.2 Providing the E/D cards is the airline's responsibility.
Decision DGM No. 104 of the Directorate General of Immigration provides for the distribution of the E/D cards by the airlines.
- 3.14.2* The Advance Passenger Information (API) system is not applied at airports.
The API system has not yet been adopted at airports.
- 3.17 Inbound baggage inspection is performed in a random form by the Customs Authority.
The Customs Authority has the power to inspect all baggage in accordance with the Customs Code.
- 3.17.1 The dual-channel baggage clearance system has not yet been adopted.
There is presently a project to implement it in the medium term.
- 3.23 The Crew Member Certificate (CMC) is not issued for the moment.
The licences or travel documents that are valid are the documents used to certify the identity of each crew member.

* Recommended Practice

- 3.23.1* It is not yet possible to issue them in accordance with the specifications of Doc 9303, Part 4. This will be studied for future application.
- 3.29* Certificates are issued in a different form and they are not machine readable. This will be studied for future modification in accordance with the technical specifications of Doc 9303, Part 4 and Appendix 8 to Annex 9.
- 3.30* Certificates are issued in a form different from that specified in 3.29*. This is being studied for future application.

CHAPTER 4

- 4.4 Not applied. The Customs Authority uses a computer system called “SOFIA” to speed up the clearance procedures.
For the moment, implementation of EDI is not being studied.
- 4.8.1* Not applied. The Customs Authority uses a computer system called “SOFIA”.
For the moment, implementation of EDI is not being studied.
- 4.15 Examination of the goods is a general requirement in accordance with the Customs Code. The Customs Authority provides for the examination of goods in accordance with Article 68 of the Customs Code Regulations.
- 4.25* The Customs Authority accepts trade samples without payment of duties, but subject to being rendered useless or unfit for marketing.
The Customs Code does not consider private gift packages as trade samples.
- 4.32 Examination of the goods is a general requirement.
In accordance with Article 68 of the Customs Code Regulations, all goods must be examined.
- 4.37 The clearance or examination of containers, pallets and their loads is done exclusively at on-airport locations.
For the moment, the examination of containers, pallets and their loads at off-airport locations is not justified.

CHAPTER 5

- 5.6 The Customs Authority will allow the trans-shipment of all or some of the goods, provided they are declared in the respective Cargo Manifest. This procedure will be carried out under the control of that Authority.
In accordance with Articles 45 and 46 of the Customs Code, control of the goods to be trans-shipped from one aircraft to another aircraft is a requirement.
- 5.11* Free airports have not been implemented in Paraguay.
The Aeronautical Code and the Customs Code do not provide for the creation of free airports. Implementation of free airports is not being studied.

* Recommended Practice

- 5.12* Free zones have not been established in Paraguay in connection with international airports.
For the moment, it is not planned to establish free zones in connection with international airports.
- 5.13 Free zones have not been established in Paraguay in the vicinity of international airports.
For the moment, it is not planned to establish free zones in the vicinity of international airports.
- 5.14 Free airports and free zones in connection with international airports have not been established in Paraguay.
For the moment, it is not planned to establish free airports.

CHAPTER 6

- 6.4* The collection of passenger service charges is done through a bank entity belonging to the State.
For the moment, it is not possible to implement this procedure. Its possible application will be studied.
- 6.5* The use of credit cards for the payment of passenger service charges has not yet been implemented.
For the moment, it is not possible to implement it. The possibility of its application will be analysed.
- 6.9.1* These notices have not yet been implemented.
The possibility of implementing them at international airports is being studied.
- 6.18* Airports do not have facilities of this nature.
It has not been planned to implement them since this is not justified for the moment.
- 6.21* There are no facilities that provide off-airport services.
For the moment, implementation is not justified.
- 6.23* There is no specialized equipment for the narcotics control of baggage.
The Narcotics Authority performs the baggage control by means of specialized personnel and dogs trained for this purpose.
- 6.25* A unique baggage identification system such as the “Licence Plate Concept” has not yet been implemented.
It is not yet planned to implement this Recommended Practice.
- 6.46* There are no appropriate facilities for the storage of special cargo relating to human remains and live animals.
There is not yet full compliance. However, the procedures for the customs clearance of all special cargo are given priority and are being speeded up.
- 6.64* This Recommended Practice is not applied.
Its implementation is not justified at the present time.

* Recommended Practice

CHAPTER 2

- 2.5 The use of a document entitled Traffic Form (Formulário de Tráfego) has made it possible to eliminate the following documents: General Declaration, Passenger Manifest and Customs Clearance for entry and exit of goods, permit to load and unload cargo and customs entry declaration.
- 2.9 European Community legislation requires that documents relating to cargo should contain, in certain circumstances, the indication of gross weight of each consignment.
- 2.9.1* European Community legislation requires that the gross weight and the nature of goods is shown in the documents presented to Customs.

CHAPTER 3

- 3.5.1* Machine readable passports are not being used in Portugal, although there are plans to introduce them.
- 3.5.2 Portuguese passports do not conform to the format set forth in Doc 9303, Part 1.
- 3.8 There is a charge imposed on all visas except on courtesy visas.
- 3.9* An Embarkation/Disembarkation Card is required except for EC citizens and also for citizens of Argentina, Canada, Hungary, Israel, Japan, Liechtenstein, Poland, United States and Venezuela.
- 3.10 The Embarkation/Disembarkation Card does not conform to the format set forth in Appendix 5. The Portuguese document does not include the items “Place of Birth” and “Occupation” but collects additional data, namely related to visa and flight number.
- 3.18* In the European Community in the case of transfer flights, hand luggage is checked at the first Community airport while registered luggage is checked at the airport of destination, in conformity with international conventions in force.
- Passengers arriving in Portugal from outside the area formed by the States adhering to the Schengen Agreement, with Portugal or one of the other Schengen States as their final destination, will in principle be cleared in Portugal for entry into the Schengen area.
- 3.29* The certificate for flight operations and cabin safety inspectors containing the material set forth in Appendix 8 to this Annex is still being developed and cannot yet be issued.
- 3.43* According to the Portuguese legislation, the operators are made responsible for all costs related to the custody, care and removal of passengers found inadmissible.
- 3.54 Portugal will cooperate fully with a requesting State to investigate and validate the person’s claim to be a Portuguese citizen and to resolve the claim quickly, within 30 days if possible.
- 3.55 Under the Portuguese legislation, the signing of an application for a travel document is obligatory at all times.

* Recommended Practice

CHAPTER 4

- 4.11* Unaccompanied baggage is shipped as cargo and should be covered by a transport document. The use of individual documents is required.
- 4.15.1* This Recommended Practice is not in conformity with European Community legislation in force.
- 4.20 The commercial invoice does not contain sufficient information and does therefore not constitute an essential document to comply with Customs formalities.
- 4.21* The commercial invoice and the certificate of origin are required separately.
- 4.25* European Community customs and fiscal legislation provide for admission free of customs duties and taxes of the following categories of goods within value limits indicated:
- small consignments of a non-commercial nature of a total value not exceeding 45 ECUs per consignment;
 - consignments of goods sent directly from a third country to an addressee in the Community, the value of which may not exceed 22 ECUs per consignment for Customs duty and from 10 to 22 ECUs for value added tax; and
 - goods on which the amount of Customs duty is less than 10 ECUs can also be considered.
- 4.29.1* While release by Customs is carried out as quickly as possible, Customs Authorities are not always the only authority involved in the clearance procedure. Consequently, they cannot guarantee that all general cargo will be released within four hours (recent studies reached the conclusion that, to a great extent, clearance delays are imputable to the importers themselves).
- 4.30* Due to the involvement of several clearance agencies in the control of a consignment, Customs Authorities cannot guarantee the clearance will be carried out simultaneously according to the suggestion of this RP.
- 4.45* European Community customs legislation requires that documents like the commercial invoice and, as the case may be, the certificate of origin must be presented separately.
- 4.48* European Community legislation allows for its Member States to grant relief for ground and security equipment mentioned in this RP, on the basis of reciprocity agreements, with the States that are Contracting Parties to the Convention on International Civil Aviation (Chicago, 1944).
- 4.49* Not all items of equipment referred to in this RP are admitted duty free.
- 4.50* European Community customs legislation does not provide for the duty free admission of all carriers and airline operators' documents covered by this RP.
- 4.57 Unaccompanied baggage is regarded as cargo and is removed for examination to premises exclusively allocated for cargo-handling, different from those that are reserved to passenger baggage.
Note b) & c)

* Recommended Practice

CHAPTER 5

- 5.4 Customs may require the production of a document in which the identification of goods in transit and the aircraft, as well as the gross weight, nature and place of loading of the goods are mentioned. Passengers arriving in Portugal from outside the States adhering to the Schengen Agreement will be cleared in Portugal for entry into the Schengen area (see difference filed concerning RP 3.18). In addition to the latter, passengers referred to in this Standard, depending on their nationality to be determined by Portuguese Immigration Authorities, may be required to hold a valid airport in-transit visa.
- 5.5 European Community legislation requires that goods brought into customs territory shall be subject to customs surveillance and may be subject to control by Customs Authorities.
- 5.8* In the European Community in the case of transfer flights, hand luggage is checked at the first Community airport, while registered luggage is checked at the airport of destination in conformity with international conventions in force.

CHAPTER 6

- 6.16* While customs clearance is expedited as far as possible, Customs Administrations cannot undertake to clear all disembarking passengers who do not require more than a normal inspection to be performed within a maximum of 60 minutes from the time they present themselves at the first processing point of an international airport.
- 6.29* While customs clearance is expedited as far as possible and in most cases it may be completed within the delay foreseen in this RP, Customs Administrations cannot accept such a constraint (45 minutes).
- 6.39* Duty-free sales are considered to be sales accomplishing the fictitious exportation of goods and as such, duty-free shops have to be established at specific points.
- 6.51* When airport capacity is limited, off-airport bonded warehouses are allowed only where customs resources are available and necessary transit formalities are respected.

* Recommended Practice

CHAPTER 3

3.4 The Romanian authorities shall require that visitors travelling to Romania have a national valid passport as well as a travelling document. Expired travelling documents are not accepted.

3.8 If there are no bilateral Agreements concluded with other States, the passengers coming from these States shall be requested to pay fees for obtaining visas.

3.8.2 The entrance visas in certain situations can be granted for multiple entrances from the consulate offices of Romania and from the Romanian authorities — border police at the entrance of the country and at border points where visas are granted for a single entrance.

Visas in border points are not granted at the border except for citizens coming from 85 States with migratory tendencies.

In Romania, it is mandatory to obtain transit visas, while in transit through the Romanian airports, which are given to citizens holding the ordinary passport from 12 countries: Afghanistan, Ethiopia, India, Ghana, Iraq, Iran, Nigeria, Somalia, Sri Lanka, Zaire, Pakistan, Bangladesh. These measures are taken by the Romanian authorities for fighting against unlawful immigration.

3.8.3 The entrance visa is granted for maximum 60 days with the possibility of repeated prolongations but not exceeding the validity of the passport and the duration of the sojourn mentioned in the agreement.

3.33 The Romanian authorities at departure from their territory shall require the passengers to respect the validity period of the visa. If it is expired, there is a fine to be applied.

3.47 When a passenger is found inadmissible and for different reasons he does not have a travelling document, he will be provided with a new one from the embassy of his country in Romania.

3.54 Romania has concluded agreements on readmission with 17 States for the readmission of its own citizens being found in unlawful situations in the territory of the other State.

These are accepted based on travel documents issued by the embassy or other Romanian identification documents.

CHAPTER 2

- 2.5 The General Declaration is required.
- 2.6 The General Declaration shall state the surnames of the crew members .
- 2.8 The Cargo Manifest is required.
- 2.9.1* The Cargo Manifest shall specify the kind of cargo.
- 2.36 A preliminary permit is required for operating such flights in accordance with the procedures set out in the
2.37 AIP of the Russian Federation.
2.38
2.40
2.41
2.42*
- 2.46* Not applicable.

CHAPTER 3

- 3.7* A valid document providing evidence of the right to arrive in or depart from the Russian Federation is required.
- 3.16 Passengers crossing the Russian Federation State border whose cabin and checked baggage are not exempt from customs clearance shall fill in a customs declaration. Crew members shall make an oral declaration.
- 3.24 Crew members of foreign airlines arriving in the Russian Federation shall be in possession of valid national
3.24.1 passports with Russian visas, unless bilateral agreements stipulate otherwise.
3.25
3.25.1*
- 3.32 Visitors at the end of their stay are required to have exit visas.

CHAPTER 5

- 5.4.1 Transit passengers without a transit visa may stay in the airport transit area or in a hotel for foreign transit passengers for a period of 24 hours.
- 5.11* There are no free airports, zones or storage facilities in the Russian Federation at present.
5.12*
5.13

CHAPTER 6

- 6.9* The signs used differ partially from the international ones.

* Recommended Practice

- 6.9.1* No provision is made for specially assigned places to display such notices and brochures.
- 6.25 a)* There are no mechanized baggage sorting systems.
- 6.25 b)* The unique baggage identification system known as the “Licence Plate Concept” is not used.
- 6.64* Activity in the territory of the Russian Federation by representatives of concerned authorities of other States is not provided for.
-

* Recommended Practice

CHAPTER 2

- 2.7 Passengers' Manifest is required on a form.
- 2.37 Advance notification of information contained in a flight plan is not accepted two hours prior to the arrival of incoming aircraft.
- 2.40 Special permission in respect of non-scheduled flights is required more than three working days in advance of the established arrival of aircraft.

CHAPTER 3

- 3.5.8 Joint passports are issued to spouses.
- 3.5.9* Separate passports are not issued for children under the age of 16 years.
- 3.8.1* Visas are not machine readable.
- 3.8.6* Resident foreigners are required to have exit and re-entry visas.
- 3.8.7* Visas do not correspond to the format prescribed for the visual zone of the machine readable visas.
- 3.23 Crew member certificates are not valid for the entire term of employment.
- 3.24 Passport is to be shown when aircraft crew members disembark within the confines of airports and cities.
- 3.25 Aircraft crew members are required to show passports at arrivals and departures.
- 3.32.1* Resident foreigners are required to obtain exit visas.
- 3.41 Operators are fined when disembarking inadmissible passengers.
- 3.45 Format of letter in Appendix 9 used, forged documents are seized.

CHAPTER 4

- 4.11* There should be a document for every air shipment, including unaccompanied luggage to be exported by air.
- 4.15.1* Cargo is not to depart unless inspected.
- 4.21* Documents referred to are all required to be presented combined. There is no option to present them separately.
- 4.23 There are consular fees for air cargo.
- 4.41 There are fines in cases of inaccurate or omitted data.
- 4.50* Fees apply.

* Recommended Practice

4.56 Cargo not manifested, because of error or handling problem, is fined.

CHAPTER 6

6.18* At present, there are no child care rooms in departure and transit lounges.

6.29* Clearance of passengers within 45 minutes of disembarkation as a goal.

6.37.1* There are no storage facilities for baggage left by its owner at airports for later pick-up.

* Recommended Practice

CHAPTER 3

- 3.40.2* [Singapore's difference with this provision will be filed later.]
- 3.41.1* Under Singapore's laws, the airline concerned is responsible for all inadmissible persons and not just "improperly documented" persons until their eventual departure.
- 3.42 Singapore is not agreeable to the deletion of the word "inadmissible persons" for reasons mentioned in clause 3.41.1.
- 3.43* Under Singapore's laws, the airline concerned is responsible for the removal of the inadmissible passengers it brings in by the first available means. Pending their removal, the carriers should be responsible for the custody and up-keeping of its inadmissible passengers.
- 3.45 Singapore is not agreeable to this clause for reasons mentioned in clause 3.42.
- 3.47 Singapore is not agreeable to the phrase "including the letters applicable to the return of improperly documented passengers", as it does not issue such letters.
- 3.51 Currently, certain people could be granted temporary entry into Singapore on special passes for investigation purposes. Under Singapore laws, the airline concerned will still be responsible for the up-keeping of such inadmissible persons and their eventual removal after investigation by the first available means.
- 3.57 The new clause allows any State to legally render a person stateless as long as consultations are held with the State repatriating the passenger. Instead of "consultation", there should be "agreement".
-

* Recommended Practice

CHAPTER 2

2.9 European Community legislation requires that documents relating to cargo contain, in certain circumstances, an indication of the gross weight of each shipment.

2.9.1* European Community legislation requires that the gross weight and the nature of the goods be indicated in the documents presented to customs.

CHAPTER 4

4.11* Unaccompanied baggage is shipped as cargo and, as such, must be accompanied by a transport document.

4.15.1* European Community legislation and the national legislation in force are not in agreement with the provisions in this Recommended Practice.

4.20 A commercial invoice does not generally contain sufficient information and it therefore does not constitute a complete declaration.

4.21* The commercial invoice and, as the case may be, the certificate of origin are required separately.

4.25* European Community customs and tax legislation provides for the duty- and tax-free admission of the following categories of goods within the limits indicated below:

- small shipments, the value of which does not exceed 45 ECUs per shipment and which are not of a commercial nature; and
- shipments of goods directly from a third country to an addressee in the Community, the value of which does not exceed 22 ECUs per shipment for the customs exemption and 10 to 22 ECUs for the value added tax exemption.

4.29.1* Although the release is carried out as promptly as possible, the customs authorities are not always the only ones involved in the clearance procedure. They cannot therefore guarantee the release of all the goods within four hours. Furthermore, recent studies indicate that many delays are due to the importers themselves.

4.30* When authorities other than the customs authorities are involved, the customs authorities cannot always assume the competence of the other authorities involved in the clearance.

4.45* European Community customs legislation provides for the documents such as the commercial invoice and, as the case may be, the certificate of origin to be required separately.

4.48* European Community customs legislation authorizes its Member States to grant an exemption for the ground equipment and security equipment mentioned in this Recommended Practice only on the basis of reciprocal application with countries parties to the Convention on International Civil Aviation (Chicago, 1944).

CHAPTER 5

5.4 Customs may require a document specifying the identity of the packages in transit, the identity of the aircraft that carried them and the nature, gross weight and place of loading of the goods.

* Recommended Practice

- 5.5 European Community legislation requires that goods brought into the customs territory of the Community shall be subject to surveillance and checking by the customs authorities from the time they were brought in.
- 5.8* Passengers who transfer from one international airport or terminal to another airport or terminal cannot always be exempted from control.

CHAPTER 6

- 6.5* There is no provision at all in the national legislation for payment by credit cards.
- 6.16* Although customs clearance is carried out as quickly as possible, the customs administration cannot guarantee the clearance of passengers embarking on a flight, who require not more than normal inspection, within the time period of 60 minutes starting from the time that they present themselves at the first processing point of an international airport.
- 6.29* Although customs clearance is carried out as quickly as possible, the customs administration cannot guarantee the clearance of all passengers disembarking from a flight within a time period of 45 minutes.
- 6.39* Duty-free sales are considered to be based on the fictitious export of the goods and tax-free shops must therefore be located at specific places.
- 6.51* Off-airport bonded warehouses are authorized when the airport capacity is limited and only if sufficient customs resources are available and the formalities required for transit are complied with.
-

* Recommended Practice

CHAPTER 2

- 2.9 Documents relating to cargo should contain, in certain circumstances, the indication of gross weight of each consignment.
- 2.9.1* Both the gross weight and the nature of the goods must be shown on the documents presented at customs.
- 2.37 Sweden requires four hours' notification except on the following airports: Stockholm-Arlanda, Gothenburg-Landvetter and Malmoe-Sturup.

CHAPTER 3

- 3.9* Upon entering the Inter-Nordic passport control area temporary visitors holding entry visas are, irrespective of means of transportation, required to complete a special Embarkation Card which differs from the ICAO format. Embarkation card will be used for the time being.
- 3.18* In the case of transfer flights, hand luggage is checked at the first European community airport while registered luggage is checked at the airport of destination, in conformity with international conventions in force.
- 3.23 Crew member certificates are not issued.
- 3.29* Certificates are issued but differ from Appendix 8.
- 3.30* Carrying of a copy of an itinerary is not required.

CHAPTER 4

- 4.11* An export declaration is generally required. Unaccompanied luggage is shipped as cargo and as such is covered by a transport document. The use of an individual document is required.
- 4.15.1* Physical examination is required at a higher level. European Community and national legislation.
- 4.20 A commercial invoice alone does not generally contain sufficient information and does not therefore constitute a full declaration.
- 4.21* The commercial invoice and, as the case may be, the certificate of origin are required separately.
- 4.25* Free admission is accepted from customs duties and taxes of the following categories of goods within the value limits shown opposite each of them:
- small consignments without commercial character of a total value not exceeding 45 ECUs per consignment;
 - consignments of goods sent directly from a third country to an addressee in the Community the value of which cannot exceed 22 ECUs per consignment concerning exemption from customs duties and 10 to 22 ECUs concerning exemption from value added tax. Goods imported on mail order — other than foreign periodicals — are excluded from the tax exemption; and

* Recommended Practice

- goods entering in the accounts amounts of customs duty and other charges of, in total, less than 10 ECUs.

- 4.45* Documents as the invoice and, as the case may be, the certificate of origin are required separately.
- 4.48* Relief for ground and security equipment, mentioned in Recommended Practice 4.48, is granted only on the basis of reciprocity with countries that are Contracting Parties to the Chicago Convention.
- 4.49* Not all of the items of equipment referred to in this RP are admitted duty free.
- 4.50* Duty free admission of all airline and operators' documents covered by this Recommended Practice is not allowed.

CHAPTER 5

- 5.4 Customs may require a document indicating the identity of a package in transit, the identity of the aircraft which brought it, the nature, gross weight and place of loading of the cargo.
- 5.5 It is required that goods brought into the customs territory of the European Community shall be subject to supervision by the customs authorities.
- 5.8* In the case of transfer flights, hand luggage is checked at the first European community airport while registered luggage is checked at the airport of destination, in conformity with international conventions in force.

CHAPTER 6

- 6.9.1* Notices and leaflets are not displayed.
- 6.10* There are no arrangements besides passenger loading bridges.
- 6.16* A goal has not been established.
- 6.29*
- 6.51* Off-airport bonded warehouses are allowed when resources are available and necessary transit formalities are respected.
- 6.54* No facilities or services are available.
- 6.67 Information is not displayed at all airports.
- 6.68*
- 6.69 Facilities for legal exchange are not available at all airports.

CHAPTER 8

- 8.17 A national facilitation programme is not established.
- 8.18

* Recommended Practice

- 8.24* Uniform standards are lacking.
- 8.29* Measures are partly undertaken. (Regulations are issued)
- 8.35* Standards are lacking. (Regulations are issued)
-

* Recommended Practice

CHAPTER 2

- 2.18 Domestic flights by aircraft which have not cleared Customs are in principle not permitted.

CHAPTER 3

- 3.4.1 Unlike the identity card, the passport does not conform to the standards indicated in Doc 9303, Part 1 —
3.5.1* *Machine Readable Passports*.
3.5.2
- 3.8 Switzerland cannot undertake to conclude reciprocal or other arrangements to issue entrance visas to temporary visitors without charge.
- 3.8.1* The issuance of visas in machine readable form, in accordance with the presentation described in Doc 9303, Part 2 — *Machine Readable Visas*, is planned beginning in 1998.
- 3.8.3 In cases where the visa is granted the Swiss authorities reserve the right to fix the duration of validity of the visa as well as the number of entries into the State.
- 3.8.7* The issuance of visas in machine readable form, in accordance with the presentation described in Doc 9303, Part 2 — *Machine Readable Visas*, is planned beginning in 1998.
- 3.58 The operator is liable for as long as the legal requirements have not been fulfilled, whether by himself or by a third person.

CHAPTER 4

- 4.11* In most cases, all that is required for the shipment of cargo by freight traffic is an ordinary export declaration. For certain consignments, the export declaration is replaced by a duplicate waybill, to which a special stamp is affixed.

CHAPTER 5

- 5.2 Exemption from the requirement for a transit passenger in Switzerland to hold a transit visa is made only
5.4 in instances where:
- a) the passenger is in possession of a valid passport of a country whose nationals are exempted from obtaining a transit visa to Switzerland;
 - b) the passenger is scheduled to leave the airport within 48 hours;
 - c) the passenger has necessary identity papers and visa for the country of destination; and
 - d) the passenger has valid reservations and a passenger ticket for the onward journey.

* Recommended Practice

CHAPTER 2

- 2.5 Presentation of the General Declaration is required.
- 2.5.2 Not applicable, since the General Declaration and the Passenger Name List are required.
- 2.6 First names, surnames and nationalities of crew members are required as an attachment to the General Declaration.
- 2.7 Presentation of a Passenger Manifest is required.
- 2.7.1* The list of passenger names is required to be submitted.
- 2.9.1* Information concerning the nature of goods in the Cargo Manifest is required.
- 2.13 Four copies of the General Declaration, five copies of the Passenger Manifest, three copies of the Cargo Manifest and one copy of the stores list in respect of stores laden or unladen from an aircraft, are required before departure of the aircraft.
- 2.14 Three copies of the General Declaration, three copies of the Passenger Manifest and one copy of the Cargo Manifest are required.
- 2.15 The use of standard baggage weights for each piece of baggage is not permitted for safety reasons.
- 2.16 Five copies of the General Declaration, six copies of the Passenger Manifest, four copies of the Cargo Manifest are required to be submitted on arrival of the aircraft.
- 2.17 Three copies of the General Declaration, three copies of the Passenger Manifest and one copy of the Cargo Manifest are still required.
- 2.19* Documents are required to be furnished in English.
- 2.36 Prior permission is required. Detailed requirements are published in AIP — Thailand.
- 2.37
- 2.40 Private aircraft with maximum take-off weight not exceeding 5 700 kg must request permission at least 15 days in advance.

CHAPTER 3

- 3.8.3 A visitor's visa is normally valid for a period of three months from the date of issue and for a single entry, except in special circumstances.
- 3.8.4* Not acceptable.
- 3.8.6* Resident aliens are required to obtain a non-quota immigrant visa before their departure from Thailand.
- 3.9* Embarkation/Disembarkation Cards are required to be completed.

* Recommended Practice

- 3.10 The information and format of Embarkation/Disembarkation Cards differ from that of Appendix 5. Passport reading machines are in the process of installation at international airports and the E/D cards requirement would be eliminated afterward.
- 3.10.2 Embarkation/Disembarkation Cards must be provided and distributed to all passengers by the carrier at its expense. It is more convenient.
- 3.16 Inbound passengers are required to complete Passenger Declaration Form No. 211.
- 3.31* The privileges of temporary admission as described in 3.24 to flight operations and cabin safety inspectors could not be granted. It takes time to revise the legislation concerned.
- 3.32.1* Residents must, in addition to the requirements of 3.8.6, have their residence certificates endorsed by the Immigration Authorities before departure.

CHAPTER 4

- 4.48* The Customs Act of Thailand requires customs duties and other charges or taxes to be paid on the items specified in this Recommended Practice.
- 4.49*
- 4.50*

CHAPTER 5

- 5.4.1 A transit visa is required from a national of a country which is not included in the list of visa-exempted countries.

CHAPTER 6

- 6.62.1
Note 1 An amount of 350 Baht shall be charged for a vaccination against yellow fever.
-

* Recommended Practice

CHAPTER 2

- 2.5 A General Declaration is required by the customs authorities when aircraft arrive at the airport.
- 2.5.4 The General Declaration must be signed and stamped by a proper officer for the purpose of outbound and inbound clearance.
- 2.6 A Crew Declaration Form must be signed by each member of the crew who must state therein the quantity of dutiable articles that are in their possession.
- 2.7 The presentation of a Passenger Manifest is required by the Departments of Customs and Immigration.
- 2.8 The presentation of a Cargo Manifest is required by the Department of Customs.
- 2.9 Description of cargo should reveal:
- a) marks and number on packages;
 - b) number and type(s) of packages;
 - c) nature of goods; and
 - d) gross weight of the goods.

CHAPTER 3

- 3.7* Visa requirements are on a reciprocal basis. Entry visas are not required for Preferential Trade Area (P.T.A.). A charge for the issuance of a visa is levied.
- 3.8.3 Entrance visas are valid for three months. A visitor, however, may stay for 12 months provided a visa extension application is made every three months.
- 3.10 On the Embarkation/Disembarkation Card, the Department of Immigration requires the following additional information from non-residents:
- a) duration of stay in Uganda; and
 - b) purpose of visit.
- 3.17.1 At present, no dual-channel baggage clearance system exists, but consideration is being given for the establishment of one during the on-going rehabilitation programme.

CHAPTER 4

- 4.11* Customs authorities require that individual documents be presented to account for shipments of cargo including unaccompanied baggage.
- 4.15 Physical verification/examination is required to ascertain the nature and quantity of goods.
- 4.21* Simplified documents are accepted as long as the following information is given:
- a) exporter's name and address;
 - b) consignee's name and address;

* Recommended Practice

- c) number of package(s);
- d) gross weight of the package(s); and
- e) nature and quantity of the goods.

4.57 Unaccompanied baggage weighing not more than 100 kg is cleared as personal effects. Unaccompanied baggage whose gross weight is above 100 kg is cleared as cargo.

CHAPTER 5

5.4.1 A transit visa valid for seven days is granted on arrival.

CHAPTER 2

- 2.46* Clearance of smaller aircraft and their loads is done by subdivisions of each government agency concerned in accordance with the functions assigned to them by Ukrainian legislation.

CHAPTER 3

- 3.34 Ukrainian international airports perform mandatory 100% security control of the baggage of passengers departing from Ukrainian territory.
- 3.38.1 Custody of passengers between the aircraft and the terminal building is the responsibility of the airport's aviation security service and police agencies.

CHAPTER 4

- 4.15 Cargo and unaccompanied baggage to be exported are subject to mandatory security control.
- 4.15.2 If a physical examination of cargo for reasons of aviation security has to be accomplished, such cargo is subject to mandatory unloading from the aircraft so that the appropriate procedures can be accomplished.

CHAPTER 5

- 5.3 For connecting traffic at the same airport or to another airport, the aviation security service and the police have the obligation for the custody of the passengers.

* Recommended Practice

CHAPTER 2

- 2.5 A General Declaration is required in certain circumstances, e.g. when aircraft arrive at non-designated airports and aerodromes.
- 2.6 In certain circumstances particulars of members of crew may be required.
- 2.7 In certain circumstances carriers may be required to provide a passenger list showing the names and nationalities of passengers.
- 2.9 The gross weight for each consignment is also required under certain circumstances.
- 2.9.1* A description of the goods sufficient to identify them and, in certain circumstances, the gross weight may be required.

CHAPTER 3

- 3.8 The United Kingdom normally charges for visas and other entry clearances. In certain circumstances the charge is excused.
- 3.8.2 Visa applicants may be required to attend personally at the consulate.
- 3.8.3 United Kingdom entry clearances are normally valid for presentation within six months of issue. Multiple entry clearances are at present valid for presentation for varying periods up to five years.
- 3.8.4* Where required, United Kingdom visas and entry clearances should be obtained prior to travel and a person will normally be refused entry in the absence of the necessary clearance. The Immigration Officer has discretion to waive the requirement for an entry clearance in exceptional circumstances.
- 3.8.7* A United Kingdom visa does not show the period of stay. This is granted by the Immigration Officer on arrival.
- 3.9* Disembarkation cards must normally be completed by all passengers except nationals of Member States of the European Economic Area.
- 3.10 The cards in use require the address in the United Kingdom and the passenger's signature to be recorded.
- 3.10.2 Disembarkation cards must be provided by the carrier at its expense and distributed to all passengers who need to complete them.
- 3.16 A written declaration may be required from crew members in certain circumstances.
- 3.18* Within the European Community, in the case of transfer flights, cabin baggage is checked at the first Community airport, whereas hold baggage is checked at the airport of destination.
- 3.23 Crew member certificates are not issued by the United Kingdom public authorities to crew members of the United Kingdom airlines, whether or not they are required to be licensed.
- 3.23.1*
- 3.24
- 3.24.1 Identification documents bearing photographs of the holders are issued to United Kingdom aircrew members, licensed and unlicensed, by United Kingdom airlines and by airport authorities on their behalf, the validity of which may be checked by contacting the issuing authority.

* Recommended Practice

United Kingdom flight crew licences conform to the specification for personnel licences set forth in paragraph 5.1.1 of Annex 1. The date of birth is also included. Following the introduction of computerised licence issues, a photograph of the holder is no longer included, neither is the place of birth nor a statement of the right of re-entry to the State of issue — these items are part of the Annex 9, Appendix 7 crew member certificate specification but are not called for in paragraph 5.1.1 of Annex 1.

- 3.25 The United Kingdom requires aircrew who arrive as passengers or who are supernumerary to be in possession of a valid passport or other satisfactory document establishing identity and nationality and, where applicable, of a valid visa.

Crew member certificates are not issued by the United Kingdom public authorities to crew members of the United Kingdom airlines, whether or not they are required to be licensed.

Identification documents bearing photographs of the holders are issued to United Kingdom aircrew members, licensed and unlicensed, by United Kingdom airlines and by airport authorities on their behalf, the validity of which may be checked by contacting the issuing authority.

United Kingdom flight crew licences conform to the specification for personnel licences set forth in paragraph 5.1.1 of Annex 1. The date of birth is also included. Following the introduction of computerised licence issues a photograph of the holder is no longer included, neither is the place of birth nor a statement of the right of re-entry to the State of issue — these items are part of the Annex 9, Appendix 7 crew member certificate specification but are not called for in paragraph 5.1.1 of Annex 1.

- 3.26* United Kingdom Immigration Rules do not allow for flight personnel to be based in the United Kingdom. Work permits are normally required for United Kingdom based ground personnel.

- 3.38.2* An operator remains liable to be held responsible for the care and custody of inadmissible persons, including associated costs, in certain circumstances.

- 3.41 The Immigration (Carriers' Liability) Act 1987 allows for a charge to be levied on the inbound carrier of a passenger who requires leave to enter and who is carrying incomplete or falsified documents. No liability exists if the person was in possession of the required documentation on embarkation or if any falsity was not reasonably apparent.

- 3.41.1* No liability exists if the person was in possession of the required documentation on embarkation or if any falsity was not reasonably apparent. In addition the United Kingdom will grant Approved Gate Check Status to carriers at ports of embarkation where there is an audited high standard of document checking and security at that port, a good level of cooperation from the carrier and a satisfactory record of payment of charges incurred under the Immigration (Carriers' Liability) Act 1987. Where such status has been granted, the United Kingdom will normally waive charges relating to passengers arriving without documents from those ports.

- 3.43* Under United Kingdom legislation, where a passenger is refused entry to the country the carrier will normally be responsible for any detention costs (up to a maximum of 14 days) unless the passenger is in possession of a current entry clearance/visa.

- 3.44 An operator is required to remove an inadmissible person in accordance with the directions given by the Immigration Officer.

- 3.45.1* The United Kingdom will notify where practicable except where an inadmissible person is to be removed by the same route as arrival and not under escort.

* Recommended Practice

- 3.46 An operator is required to remove an inadmissible person in accordance with the directions given by the Immigration Officer.
- 3.51 Passengers who have entered the United Kingdom in breach of the immigration laws are liable to be removed at the expense of the inbound carrier.
- 3.52 The full reasons for deportation may not be disclosed for reasons of privacy and other considerations.
- 3.53 The United Kingdom will notify the public authorities in States of transit and destination of a deportation when an escort is required.
- 3.54 The United Kingdom will cooperate fully with the requesting State to investigate and validate the person's claim to be a British citizen and to resolve the claim quickly, within 30 days if possible.
- 3.55 This provision applies only where the person concerned is admissible or is to be expelled by the authorities.

CHAPTER 4

- 4.11* Unaccompanied baggage is shipped as cargo and, as such, is covered by a traffic document. The use of individual documents is required.
- 4.15.1* This Recommended Practice is not in conformity with European Community and national legislation in force.
- 4.20 A commercial invoice alone does not generally contain sufficient information for control purposes and does not constitute a declaration by or on behalf of the importer.
- 4.21* The commercial invoice alone does not generally contain sufficient information and therefore does not constitute a full declaration.
- 4.25* European Community Customs and fiscal legislation provides for admission free of Customs duties and taxes of the following categories of goods within the value limits indicated:
- a) small consignments of a non-commerce nature of a total value not exceeding 45 ECUs per consignment;
 - b) consignments of goods sent directly from a third country to an addressee in the Community, the value of which may not exceed 22 ECUs per consignment for Customs duty and 10 to 22 ECUs for value added tax; and
 - c) goods on which the amount of Customs duty is less than 10 ECUs.
- 4.29.1* While release by Customs is carried out as quickly as possible, Customs authorities are not always the only authority involved in the clearance procedure. Consequently they cannot guarantee that all general cargo will be released within four hours.
- 4.30* Whilst Customs take all reasonable steps to ensure that clearance is effected with a minimum of delay, they may not be able to assume overall authority for clearance where other agencies, such as veterinary or sanitary controls, are involved.

* Recommended Practice

- 4.46 European Community Customs legislation requires that documents such as the commercial invoice and the certificate of origin are provided separately.
- 4.48* European Community Customs legislation allows for its Member States to grant relief for ground and security equipment, mentioned in the Recommended Practice at 4.48, only on the basis of reciprocity with States that are Contracting Parties to the Convention on International Civil Aviation (Chicago, 1944).
- 4.49* Not all the items included in this Recommended Practice are admitted duty-free.
- 4.50* European Community Customs legislation does not provide for the duty free admission of all airline operators' documents as covered by this Recommended Practice.
- 4.57 Unaccompanied baggage is regarded as cargo and is removed for examination to premises devoted entirely to cargo, which are different from those devoted to passengers.
Note b) & c)

CHAPTER 5

- 5.2 The United Kingdom permits transit without visas for passengers who normally require visas, provided that
 5.4 the passenger has:
 5.4.1
- a) entry facilities for the countries en route and for the final destination;
 - b) a firm booking to travel by air within 24 hours; and
 - c) no purpose in entering the United Kingdom other than to pass through in transit.
- A person holding a travel document issued by the purported "Turkish Republic of Northern Cyprus" or the former Socialist Federal Republic of Yugoslavia and nationals of Afghanistan, the People's Republic of China, the Democratic Republic of the Congo (formerly Zaire), Eritrea, Ethiopia, the Federal Republic of Yugoslavia, Ghana, Iran, Iraq, Libya, Nigeria, the Slovak Republic, Somalia, Sri Lanka, Turkey and Uganda **do not** benefit from the transit without visa concession and may transit the United Kingdom only if they are in possession of a Direct Airside Transit (DAT) Visa or of a visa endorsed "Visitor in Transit".
- 5.5 European Community legislation requires that goods brought into the customs territory of the Community shall be subject to checking by the customs authority.
- 5.8* Passengers who transfer from one international airport to another international airport are required to pass through United Kingdom immigration control.
- 5.9* In all circumstances, nationals of countries listed in the final paragraph of the difference registered to the Standard at 5.2 will be required to be in possession of a valid transit visa. Other passengers who benefit from the normal transit without visa concession and who are transferring from one international airport to another will normally need to complete landing cards and pass through immigration controls.

CHAPTER 6

- 6.16* While Customs clearance is expedited as far as possible, Customs administrations cannot undertake to clear all disembarking passengers who do not require more than a normal inspection within 60 minutes from the time they present themselves at first processing point of an international airport.

* Recommended Practice

- 6.29* While customs clearance is expedited as far as possible, customs administrations cannot undertake to clear all disembarking passengers of a flight within 45 minutes.
- 6.39* Duty-free sales are considered to be sales accomplishing the fictitious exportation of goods and, as such, duty-free shops have to be established at specified points.
- 6.51* When airport capacity is limited, off-airport warehouses (transit sheds) are allowed only where Customs resources are available and transit formalities are respected.
- 6.60* United Kingdom law and practice, which applies to air and other means of transportation, requires in general that the parties responsible for handling the traffic shall provide and maintain such facilities as may be necessary for proper control and examination of goods and passengers.
- 6.62 United Kingdom law, which applies to air and other means of transportation, allows for a charge to be made for services for immigration clearance requested by operators additional to those considered to be sufficient for normal operation of airports designated as Ports of Entry to the United Kingdom.

CHAPTER 8

- 8.3.2* Where required, United Kingdom visas and entry clearances should be obtained prior to travel and a person will normally be refused entry in the absence of the necessary clearance. The Immigration Officer has discretion to waive the requirement for an entry clearance in exceptional circumstances.
- 8.19 The United Kingdom does not have a standing national facilitation committee as such, nor does the Government itself establish facilitation committees at airports. There are, however, national consultative bodies for particular subjects, and ad hoc meetings are arranged when necessary to discuss particular subjects. United Kingdom law allows the Government to require that adequate facilities for consultation be established at airports. Consultation arrangements have been established under these powers at 50 airports.
- 8.20* The United Kingdom strongly supports close coordination between civil aviation security and facilitation programmes, but does not have a standing national facilitation committee as such, nor does the Government itself establish facilitation committees at airports.
- 8.21* The United Kingdom does not have a standing national facilitation committee as such, nor does the Government itself establish facilitation committees at airports.

* Recommended Practice

CHAPTER 2

2.7 A Passenger Manifest is required.

CHAPTER 4

4.7 There is no electronic data processing in use. Information accepted in a form of hard copy.

4.28 There is no pre-import information, but the aircraft master is required to provide information of cargo to customs within 48 hours of arrival.

CHAPTER 2

- 2.8 The manifest submitted in electronic form may become legally acceptable in the future. However, until the compliance rate for the automated manifest is acceptable, we must be able to require the written form of the manifest.
- 2.17 A Cargo Manifest is required except for merchandise, baggage and stores arriving from and departing for a foreign country on the same through flight. "All articles on board which must be licensed by the Secretary of State shall be listed on the cargo manifest." "Company mail shall be listed on the cargo manifest."
- 2.18 Travelling general declaration and manifest, crew purchases and stores list as well as a permit to proceed are required under various conditions when aircraft arrive in the U.S. from a foreign area with cargo shown on the manifest to be travelling to other airports in the U.S. or to foreign areas.
- 2.41c) Fees are charged for services provided in connection with the arrival of private aircraft (non scheduled aircraft).

CHAPTER 3

- 3.4 Documents such as visas with certain security devices serve as identity documents.
- 3.4.1 U.S. has not standardized the personal identification data included in all national passports to conform with the recommendation in Doc 9303.
- 3.5.6* U.S. passport fees exceed the cost of the operation.
- 3.5.7* U.S. allows separate passports for minor dependents under the age of 16 entering the U.S. with parent or legal guardian.
- 3.8 U.S. charges a fee for visas.
- 3.14.2* The U.S. fully supports the electronic Advance Passenger Information (API) Systems. However, the WCO/IATA Guideline is too restrictive and does not conform to the advancements in the PAXLIST EDIFACT international standard.
- 3.15 U.S. Federal Inspection Services' officials see individual more than once.
- 3.24 Passports and visas required for crew (except Canadians and Mexicans) and non U.S. nationals to enter the United States.
- 3.24.1
- 3.25
- 3.26*
- 3.27
- 3.28*
- 3.29*
- 3.31*
- 3.33 Does not apply to landing card.
- 3.41.1* Annex 9 recommends that fines and penalties be mitigated if an alien with a document deficiency is eventually admitted to the country of destination. Section 273 (e) of the Immigration and Nationality Act allows for mitigation of fines under certain circumstances.

* Recommended Practice

- 3.43* Operator can be held responsible for some detention costs.
- 3.46.1 *Note* U.S. considers security for individuals in airline custody to be the carrier's responsibility.

CHAPTER 4

- 4.20 The Goods Declaration as defined by the Kyoto Convention serves as the fundamental customs document rather than the commercial invoice.
- 4.41 Customs currently penalizes the exporting carrier for late filing of Shipper's Export Declarations (SEDS) and inaccuracies on bills of lading with respect to the SEDS.
- 4.55 The U.S. requires a transportation in-bond entry or a special manifest bonded movement for this type of movement.

CHAPTER 6

- 6.34* U.S. inspects crew and passengers in transit.
- 6.36*

CHAPTER 8

- 8.3.2* Visas are issued by the Department of State and are not issued at ports of entry.

* Recommended Practice

CHAPTER 2

2.7 A Passenger Manifest is required.

CHAPTER 4

4.7 There is no electronic data processing in use. Information accepted in a form of hard copy.

4.28 There is no pre-import information, but the aircraft master is required to provide information of cargo to customs within 48 hours of arrival.
